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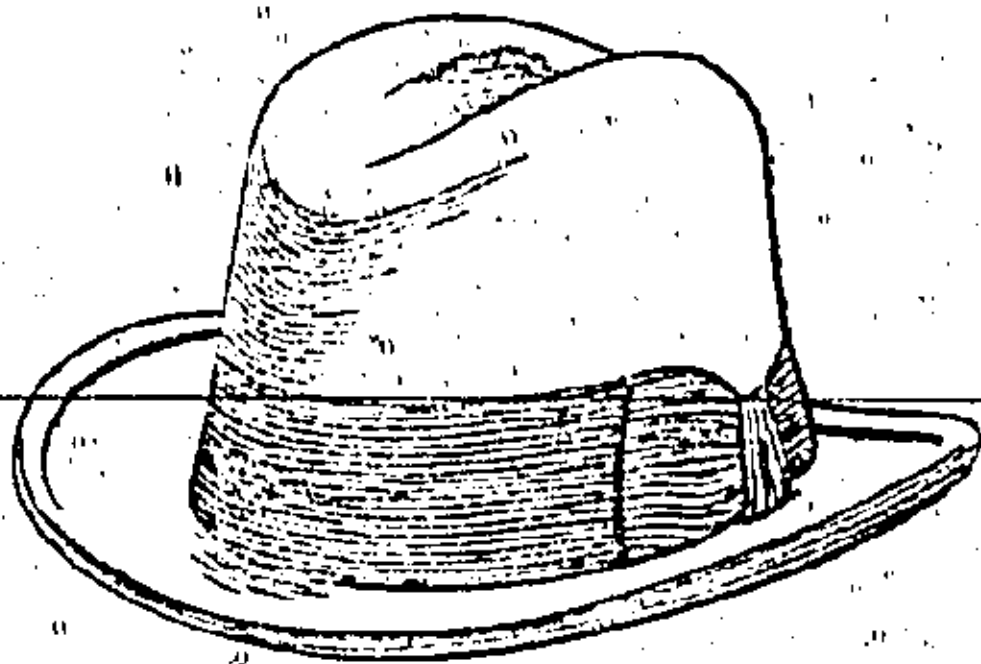
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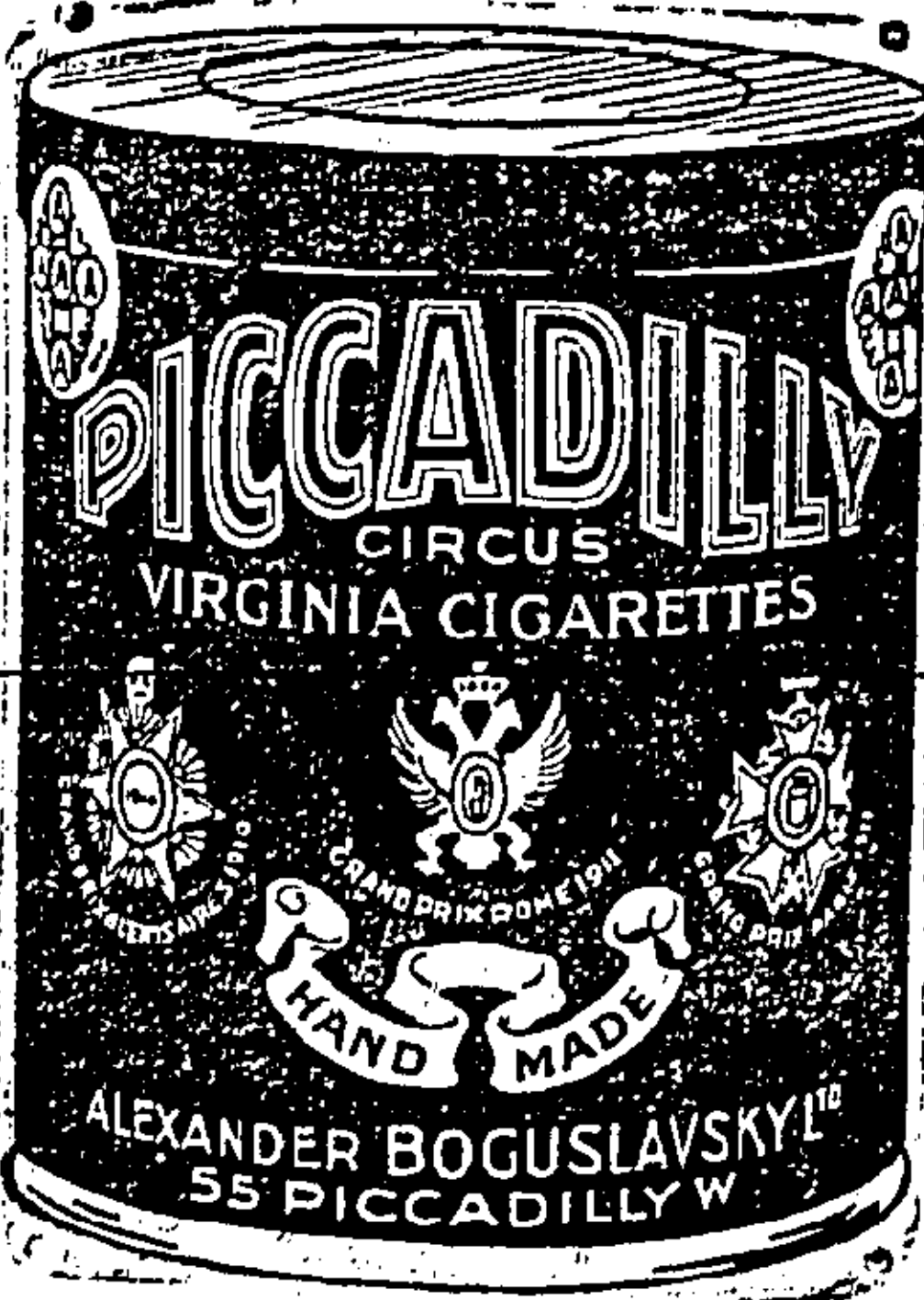
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[1604]

BRITISH CHAMBERS OF COMMERCE.

ANNUAL CONFERENCE AT SHANGHAI.

THE CHAIRMAN'S REVIEW OF THE FIRST YEAR.

LETTER FROM SIR BEILBY ALSTON.

The third annual conference of British Chambers of Commerce in China and Hongkong was opened at H.M. Supreme Court, at Shanghai on November 2nd and continued in session until Saturday, the proceedings being in private, except that of Saturday morning, when a summary of the proceedings was to be given. The big court room was well filled on the opening day long before the hour for which the conference was called. The official guests of the conference were Rear-Admiral Borrett, Lt.-Colonel R. N. Cross, R.A., and also Sir William Brunyate, K.C.M.G., Vice-Chancellor of Hongkong University, the Rev. Bernard Upwood, of the Griffith John College, Hankow, Dr. Livingston Hart, of the Anglo-Chinese College, Tientsin, and the Rev. C. G. Sparham, London Missionary Society, who were to speak on education, in connection with a resolution concerning the education of Chinese on British lines.

Amongst others present (the preliminary meeting being public) were Sir Edward Fraser, K.C.M.G., his Honour Judge Skinner Turner, his Honour Judge Peter Gwyn, Messrs. E. F. Mackay, J. Prentice, C. M. Bain, H. H. Girardet, A. H. George, C. G. Mackie, G. Matheson, G. H. Stitt, A. L. Anderson, H. W. Pihler, L. E. Canning, H. G. Simms, W. R. Bennett, R. G. Wilson, G. W. Sheppard, W. H. Trencard Davis, W. S. Hutton, H. E. Arnold, C. H. Rutherford, A. H. Gordon, C. W. Porter, W. J. Hawkins, Mrs. Skinner-Turner and several other ladies.

Mr. E. F. Mackay, Chairman of the Shanghai Chamber and Mr. E. M. Gull, Secretary, were elected, respectively Chairman and Secretary of the Conference.

THE CHAIRMAN'S INAUGURAL ADDRESS.

The Chairman, in commencing his inaugural address, said that telegrams conveying good wishes had been received from H.M. Minister at Peking (also regretting his inability to be present), the Federation of British Industries in London and from Vladivostok business men, also a letter from the British Commercial Attaché in Yokohama. He proceeded: In opening this Conference, the third annual Conference of the Associated Chambers, my first duty is to express my great regret that H.M. Minister should have been prevented at the last moment from leaving Peking. Sir Beilby Alston wrote to me on October 10th accepting our invitation and saying: "I hope, if nothing unforeseen occurs, to be present at the opening of the Conference." We knew, therefore, that there was a possibility of his not being able to come, and with a very much more important conference than this one about to open at Washington, and in the present deplorable state of affairs in China, we thought that he might at the last moment be unable to leave his very responsible post. That possibility has, I regret to say, been realized and we are unable therefore to offer him the very hearty welcome which we were looking forward to giving him. We appreciate just as much, however, his acceptance of our invitation and feel sure that had he been able to come he would have spared no pains to understand and appreciate the various problems which we propose to discuss. We feel sure also that his absence from our discussions will not prevent him from doing all that lies in his power to forward our aims and objects.

Admiral Sir Alexander Duff, H.M. Commander-in-Chief, of the China Station, is also unable to be present. Sir Alexander's keen interest in the affairs of this Association was shown last year, and I feel sure that, had he been able to come, he would have done so. The absence of such distinguished visitors is deeply regretted.

VISITORS AND DELEGATES.

On the other hand, we are able to welcome Rear-Admiral Borrett and Rear-Admiral MacLachlan, his Honour Judge Turner, to whom we are indebted for the use of this building; the Assistant Judge, Mr. Peter Grain; Sir Edward Fraser, H.M. Consul-General, our Honorary President, and Sir William Brunyate, Vice-Chancellor of Hongkong University. The fact that they and representatives of most of the British Chambers of Commerce in China are gathered together here is, I venture to think, a guarantee that this and succeeding sessions will be as useful and interesting as they have been on previous occasions. On behalf of the Shanghai Chamber I welcome also the delegates of other members of our Association, who, with me, I am sure, are very glad to see that this year the British Association of Japan have sent us a delegate in the person of Mr. Pollard and Mr. Cooper. We are very glad indeed that Mr. Pollard and Mr. Cooper have been able to come, for I feel sure that British in China and in Japan should be as closely associated as possible. Hongkong, unfortunately, has not been able to send a representative this year. The date decided on for the Conference clashed with other important engagements there and, though we did our best to find another date that would suit everybody, we were unable to do so. However, they are, I feel sure, with us in spirit, for they believe as firmly as we do that our Annual Conference is of real value to British interests in the Far East.

SOME ACHIEVEMENTS.

That such is the view of His Majesty's Government is shown by the message which the Foreign Office sent to us early this year, a message which stated that "these annual gatherings"—I quote the actual words—"cannot fail to promote collaboration and to consolidate the British position and influence in the Far East."

I can illustrate this in more ways than one. Before this Association was formed currency reform had been talked of for years, and nothing—literally nothing—had ever been done. Since its formation and as a result, as I believe, of the fresh stimulus which we gave to the question, we have at all events brought the Chinese Government and Chinese bankers sufficiently into line to agree to the erection of a Mint in Shanghai and to the employment of expert foreign assistance. As you will see from the agenda, we are not by any means satisfied with this, because it does not go far enough. On the other hand the Government and bankers have taken a distinct step forward and the Mint Loan was concluded on conditions which referred specifically to our deliberations at previous Conferences.

We are a good deal further advanced also than we were three years ago in regard to trade marks. This matter also is to be discussed very thoroughly later on, so I will not go into details. Indeed, I cannot do so because a good deal of the ground I should have to traverse is confidential. You must take it from me, in general terms, that we have got as far as the business men of any one nationality can go in a country where international interests have to be consulted.

Our representations have helped to produce results in other directions. Our mails and telegrams are very much more regular than was the case when last we met. Foreign shipping is not being penalized by having to pay fines for opium smuggled on board with the connivance of Chinese officials. British piece goods merchants in Shanghai, Tientsin, Hankow and Hongkong are in much closer agreement as to the lines on which business should be conducted than they have ever been before, and decided improvement has taken place on the Peking-Mukden railway.

UNREFORMED TAXATION.

Results of this character, purposely stated without any embellishment, are not, I think, a bad harvest. There are obvious limits to what any Chamber of Commerce, or Associations of Chambers of Commerce, can do. They cannot, for example, alter the structure of society. They cannot give a country a good government in place of a bad one, or make a dishonest official honest. Nor can they hurry their own Government beyond the pace which political and economic circumstances dictate. I can report no progress, therefore, in regard to China's system of taxation. We urged last year that the Chinese Government should be pressed to abolish forthwith the taxation now levied by the Chinese Maritime Customs on all goods carried from one port to another in China.

In August, H.M. Consul-General wrote to us as follows:—

"I am instructed to inform you that, in view of existing political conditions in China, His Majesty's Government has decided to refrain, for the present, from putting forward any specific proposals for the reform of China's tariff system and has merely informed the Chinese Government in general terms of its willingness to discuss the subject."

On the other hand, the letter goes on to say:—

"In the event of such discussion taking place, however, due regard will be accorded to the views expressed by the British Chambers of Commerce in China."

Under this head, therefore, we have scored this much. Our views are on record and on record also is a promise that due regard will be given to what we think.

THE PREVAILING UNREST.

Again, last year, we viewed with alarm the state of unrest and lawlessness prevailing in almost every Province in China; we protested against the utter failure of the Chinese authorities to deal effectively with the situation and we urged H.M. Government to use its utmost endeavour to bring home to the Chinese Government the inevitable effect of its persistent neglect of duty. To-day things are worse than ever and our resolution has had about as much effect as the maxims of Mencius or the exhortations of Confucius. On the other hand, equally lacking in effect have been all the efforts of all the Legation of all the Powers.

I must not let this subject pass without making some reference to the services of H.M. Navy on the Yangtze under the able command of Rear-Admiral Borrett. The Navy has been a tower of strength to British merchants at upper river ports and I would like, therefore, to take this opportunity to tell Admiral Borrett and all his subordinates how much we value their splendid services.

THE WIRELESS WANT.

Then there are other matters in which we have also failed. We have not been able, for example, to persuade our own Government that a wireless station is necessary at Hongkong. The Government's point of view is that it would not pay and our reply that that fact does not, in our opinion, exhaust the subject will take longer than twelve months to affect the Treasury. In a matter of this kind the Associated Chambers are up against conditions over which they have no power. All we can do is to go on reiterating our wish for a wireless station, reinforcing our arguments with this highly important fact, that other

Powers think it worth while to use wireless stations as media for propaganda on a very extensive scale—and are doing so. We have not been able either to persuade our Government to let us have more Commercial Secretaries. On the contrary, they have diminished the number we had before, by withdrawing the one who used to be stationed at Hongkong. Our failure has not been due to lack of effort but to the economy campaign which politicians and newspapers have been conducting at home—a campaign thrown into singularly sharp relief by unemployment doles ranging up to £1 a week.

COMMUNITY OF FEELING.

I think you will agree with me that I have counted up our misses as fairly as I have counted up our hits. But before leaving this review of what we have and have not achieved I should just like to ask these questions. Are we as a community of traders better organized for the purpose of making our views known than we were three years ago? Is Shanghai better able to understand the needs of Tientsin and is Tientsin better able to communicate its views to Hankow? Do Harbin and Mukden feel less far away than they used to feel and do British merchants in Hongkong, who live under the British flag, feel that they have a corporate interest in the affairs of less fortunate British merchants in the Far East? If those questions can be answered in the affirmative I think that this Association is more than justifying its existence.

RESPONSIBILITIES OF SHIPOWNERS.

To turn now to matters which were left last year to the Shanghai Chamber to deal with. At last year's Conference it was resolved to appoint a committee to inquire into and make recommendations to this Association on all questions relating to the term "shipment" and to the responsibilities of shipowners under bills of lading. The committee appointed consisted of Messrs. C. J. Scott (Chartered Bank), H. E. Arnold (Arnhold Bros. & Co., Ltd.), L. M. B. B. B. (Beytagh (Libert & Co., Ltd.)), and a representative of the Canadian Ocean Service, together with the Secretary of the Shanghai Chamber. This committee wrote to the Foreign Exchange Bankers' Association urging that, in view of the difficulties prevailing here, letters of credit should state that "received for shipment" Bills of lading, dated within the period called for under the letter of credit, should be accepted as conclusive evidence of shipment.

The Foreign Exchange Bankers' Association was asked to cable this to New York and to ask for a cable reply. No reply was received and on June 14th we wrote to the exchange banks again. They replied that they and the foreign exchange banks in Yokohama had given the matter their sympathetic consideration, but that, till the New York bankers answered, they could make no change in the rule which they had introduced. The New York bankers have not answered and so we stand to-day where we stood last year, except that the difficulties occasioned are not as great now as they were then.

As regards the wider question of the responsibility of shipowners, you were informed by the Secretary on January 4th last that the Shanghai Chamber had passed a resolution expressing its agreement with the Bill of Lading Resolution adopted by the Ninth Congress of Chambers of Commerce of the British Empire held at Toronto and this resolution was sent home in the name of the Association to the Associated Chambers of Commerce in London.

BRITISH COMPANIES IN CHINA.

Another subject which was left to us to deal with was the resolution to the effect that the Conference considered it desirable that legislation be enacted whereby the word "British" or other word or words of similar import be appended to the names of all China companies, present or future following on the word "limited." You will remember that, after a long discussion, in which one of the chief points made was the difficulty of making the addition of the word "British" compulsory without amending Articles of Association, and having a series of meetings, it was left to the Secretary of the Association to institute inquiries. I find the opinion of the Registrar at Singapore is that he recommends that no attempt be made to legislate by Order in Council, but that the word "British" be merely inserted in brackets after the word "limited"; in other words that the matter should be dealt with by persuasion rather than legislation.

In these circumstances I suggest that the matter be gone into again when the Conference goes into committee. We are fortunate this year in having with us Mr. W. B. Kennett who has a sound knowledge of this subject, and he will, doubtless, be able to advise us whether we can get any further in the matter.

EDUCATION OF CHINESE.

A third subject which was left to us was the question of the education of Chinese on British lines. On this subject a very full report, copies of which have already been issued, is to be read to you later on. It is not necessary, therefore, for me to say anything except to welcome very cordially Sir William Brunyate, Vice-Chancellor of Hongkong University, Mr. Bernard Upwood, of Griffith John College, Mr. Livingston Hart, of the Anglo-Chinese College, Tientsin, and Mr. Sparham, of the London Mission, all of whom have been good enough to come to the Conference to enable us to get to grips with this very important matter.

About another subject which we discussed last year, the Conservancy of the Yangtze, more is to be said later on, in connection with it I would like to make reference to the appointment of an International Commission to investigate the possibilities of the improvement of

the sea approaches to Shanghai—a most important event in the history of Shanghai in which this Association has taken its share of interest. I can only, at this stage, wish the Commission every success in the great and vastly interesting task which they have before them.

OUR CONSTITUTION.

A word or two must be said also in regard to the Association's Constitution. As authorized last year, we have drawn up a constitution, part of which has already received the approval of members. The financial part was necessarily delayed until the conclusion of the Association's financial year. As you will see from the agenda, the constitution stands first on the paper for this afternoon's business and you will be able to discuss any points which it may raise. Prior to your discussion I would like, as Chairman, to make a few remarks regarding the responsibilities which rest on the Association's shoulders as the Association's headquarters. There have been occasions during the past year when we have had to take decision on behalf of the Association without having had time to consult all members. There was one occasion also when, at first, at all events, the Manchurian Chamber did not see eye to eye with us. I wish to assure you that, in taking these decisions, the Shanghai Chamber has done its utmost to meet the views and the welfare of the Association as a whole.

We realize very clearly that, if this Association is to remain a success, each Chamber must, as far as possible, be treated as an independent entity. In some Chambers membership is to a large extent made up of branch offices of head offices here. Occasionally, it may at times be difficult to reconcile the views held by them and the views held in Shanghai, especially on subjects where commerce and politics meet. When such occasions arise I want to assure you that the Committee of the Shanghai Chamber has not taken, and will not take, decisions in any high-handed or presumptuous way. We realize that the whole value of the Association, or, at all events, a large part of its value, lies in the fact that it is an Association of different points of view, to which each member is entitled, and the reconciliation of which is one of the Association's main objects.

COMMERCE AND POLITICS.

That brings me to the difficult question of politics. You will, I think, all agree with me that we are concerned with politics only when politics and commerce are inseparable, we have no wish to intrude ourselves into the spheres that properly belong to our diplomats. We are confident of their ability to look after that side of things for us. There are, however, questions in which politics and commerce merge and it is then and only then that we claim the right to make our views known. Even on those occasions we ought, I think, to take into consideration the wishes of our diplomats as to the extent of the publicity to be given to our opinions. After all, they may often know more than they can tell us. They are sometimes in the position of being able to give us hints only. I think that due consideration should be given to their hints, and all we ask is that they, on their side, will make their hints as full as possible and give them to us early enough to enable us to arrive at properly considered decisions.

There are two resolutions on the agenda which are to some extent political. They are both subjects on which we feel very keenly. They will, I expect, be fully discussed, the more so as there is shortly to meet a very much more important conference than this one. I refer, of course, to the Washington Conference. That Conference is primarily a Disarmament Conference and as such commands the sympathy and good wishes of the whole world. Disarmament, however, can only follow the solution of specific problems many of which bristle with difficulties. Some of us here are only too familiar with their obstinate character and in relation to them the sovereignty rights and on the other hand the natural aspirations of Japan. I venture only to say this, that this Association stands for equality of opportunity, the open door, and the cause of peace and good government in this country.

MR. FOX'S ADDRESS.

Mr. H. H. Fox, C.M.G., H.M. Commercial Counsellor of Legation, mentioned that the first conference and that of last year were presided over respectively by himself and Mr. Archibald Rose. But this year Mr. Kennett would occupy the chair, because the Shanghai Chamber had fallen in with a suggestion that it would be better for a gathering of representative business men to be presided over by one of their own number. Mr. Fox continued:

"I stood here just three years ago and paid a tribute to the work that these British Chambers of Commerce are doing in China. I am very glad to be able to stand here again to-day and after the further experience I have had of Chambers of Commerce, both out here and at Home, again to congratulate them on the great assistance they are giving to British commercial interests in this country. I must say that I admire the way in which, during these hard times through which we have been passing, business men in this place and other parts in China, however much worried they have been with their own affairs, have given up their time to work in the public interest."

You may think, some of you, that officials are not troubled in the same way as merchants when trade is bad. It is quite true that we are not so dependent on the fluctuations of markets and exchange, but I assure you that we have our own troubles and we officials, too, look forward with confidence to better times. But it is difficult for an official like myself to write with enthusiasm on trade prospects in China when I have a letter lying on the table before me from the Income Tax people saying that they have deducted 30 per cent. from my salary. (Laughter).

(Continued on page 6)

CARRIAGE OF MAIL BAGS. ALLEGED FRAUD UPON THE INDO-CHINA NAVIGATION CO.

After nearly a month spent in examining books, the prosecution was begun, before Mr. R. E. Lindell, yesterday afternoon, of the case in which Cheung Chuen, a clerk employed by the Indo-China Steam Navigation Co., Ltd., was charged with having obtained from the Company, on October 5th, 10.95 by false pretences.

Further charges of false pretences had been added and Mr. A. H. Crow (for the prosecution) now put in 58 charges of forging receipts in addition to the charges already preferred. He said that the only object of the Indo-China Steam Navigation Co. in preferring 57 separate indictments for false pretences and a large number for forgery was that the alleged frauds extended over a long period and it would be impossible to take the case before the Criminal Sessions on one or two charges involving a few dollars. The Company felt that as the defendant was in a position of trust and was an educated man the offence deserved, if proved, a heavier sentence than the Magistrate could give. The evidence would show a carefully thought out system of fraud; it would only go back to last December or the speculations would probably be still greater.

Mr. Crow explained that four Indo-China launches brought mail bags from ships which the Post Office launches did not visit. The defendant superintended the coolies who carried the bags from the launches to the Post Office. He and the ship's officer both received a duplicate receipt from the Post Office. The defendant rendered an account to the Indo-China Co. for coolie hire, supported by the Post Office receipts. There had been alterations in a great many cases; for instance, a had been made into 140, the words "and Shanghai" being added to "from Swatow," to account for such a large consignment. Similarly a became 52 and 6 became 600. (Much time was occupied by witnesses who traced alterations of this sort revealed on comparison with the Post Office file duplicate copies of the receipts.)

Mr. Crow explained that the defendant collected 5 or 10 cents for each bag and the speculations in 12 months had amounted to about \$100. He said that the shipping company had no means of checking the fraud. As long as the ship's tally agreed with the Post Office tally there was an end of it. From the Post Office the firm received a total figure for the quarter. The fraud was discovered by accident through correspondence with Manila which turned on the number of bags in a particular mail.

In reply to the Magistrate Mr. Crow added that no report was made by each ship to the office as to the number of bags. The shipping office was not really concerned with the number; that question was vital to the Post Office which issued the ship's officer a receipt. The hearing will be continued to-day when Mr. E. R. Dovey will give expert evidence as to the hand-writing of the alleged alterations.

CORRESPONDENCE. CRUELTY AND DANGER.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir, Rumour has it that in Canton the authorities have been persecuting a number of attractive leper-girls who have been inducing people to keep them. Many were found in the brothels. Those who were caught were sent away in a boat and without distance they were ordered to be burnt to death. This atrocious method has been adopted to get rid of the pest. It is now said that these poor creatures are fleeing to Macao and Hongkong to avoid so terrible a fate. In Macao one was arrested and sent into prison. Here they seem in Hongkong to be ignored by the Police, and I am informed that two of our local lads have already contracted the disease. Surely the Government ought to have the matter investigated at once, and the Sanitary Department should keep a strict watch for these poor creatures and, when found, have them isolated and treated in a human way.—Yours, etc.,
PRO BONO PUBLICO.

BIG FIRE AT CANTON. DAMAGE ESTIMATED AT THREE MILLION DOLLARS.

A fire broke out on Saturday in a cinema theatre in Northern Sui Pat Po, Canton, and was not extinguished before more than 200 buildings had been destroyed. The fire started at three o'clock in the afternoon. A strong northerly westerly breeze was blowing at the time, and it was nearly twelve hours before the firemen were able to check the flames from spreading further. The Sui Pat district in which the fire occurred is one of the busiest sections of the city and the premises of many well-known Chinese firms were destroyed. Sincere & Co.'s branch store and two cinema theatres were among the largest buildings destroyed. The total loss is estimated at over \$3,000,000.

A BROKEN SKULL. NAVAL YARD CONSTABLE SENT TO PRISON.

The hearing was completed yesterday of a case in which an Indian policeman, employed in the Naval Yard Force, was charged with causing bodily harm to a Chinese dockyard worker. Mr. Leo Longinotto defended the constable.

In this case it was found necessary to take a "dying deposition" but the man ultimately recovered. His skull was fractured by a blow with a substantial beam of wood with an iron foot. He failed, after discharge from hospital, to prosecute the charge, but Inspector Blackman was able to prove the assault by calling Mr. Bayliss who saw the last part of the encounter. He said he saw the Chinese felled to the ground but did not know what led up to the blow.

The constable said the Chinese was apparently stealing the beam and, when spoken to, first struck him with it. He took the beam from the man and struck a blow by way of defending himself. Another Indian policeman gave evidence to the same effect.

A sergeant from the Naval Yard Police gave the defendant a good character but added that he had no business to strike the man and it was quite unnecessary for him to do it.

Mr. Longinotto: Very necessary in some circumstances! The defendant was struck first and it is a nasty thing to be struck with.

The Magistrate: Yes, that's what the other man thought. Your client certainly laid out the man I saw in hospital.

Mr. Longinotto thought the defendant might reasonably be discharged.

The Magistrate: To encourage the others?

Mr. Longinotto: He was carrying out his duty in protecting Government property.

The Magistrate: His conception of his duty.

Mr. Longinotto spoke of the damage a conviction would do to the constable's prospects.

The Magistrate: He will certainly be convicted, there is no doubt about that.

The question is whether he should have the option of a fine.

The defendant was sentenced to a month's imprisonment, and the Magistrate remarked that the absence of the complainant did not incline him to take a particularly lenient view. It would not be right to the public, having regard to the weapon used, to give the option of a fine.

A MAGIC RING. JUMPED INTO A RICKSHA BOY'S POCKET.

A ricksha coolie was charged before Mr. G. N. Orme, yesterday morning, with the larceny, by finding, at Kowloon, of a diamond ring worth \$1,000. He pleaded "not guilty."

Dr. Schoonemaker, an American visitor, said that on Sunday evening he and a lady were driving in rickshas in Hankow Road, towards the Star Ferry wharf, when suddenly the lady called out to him that her diamond ring had slipped off her finger. They pulled up and went back to search. Failing to find the ring they went to the first station to get a light. The second search was also fruitless and, then, he found the ring in the coat pocket of his coolie.

The accused said that he did not know that the ring was in his pocket. It must have accidentally fallen into it.

Inspector Spear suggested that that was possible, as the man's coat was a tight fitting one. Apparently the ring had fallen into the footboard of the ricksha, and he pocketed it while the doctor and the lady were in the fire station.

A remand was granted until to-day in order that the lady might give evidence.

INDIAN CONSTABLE SHOT. AN ENCOUNTER AT THE MONUMENT HAPPY VALLEY.

In the early hours of yesterday morning an Indian constable named Jundar Singh, Ball, was shot twice by a man whom he stopped on suspicion near the Monument at Happy Valley.

He saw two men in Morrison Gap Road, carrying a rattan basket and he asked to see the contents. The man with the basket put it down and put his hand to his pocket. The constable supposed to get the key. Instead, he produced a revolver and shot the constable in the thigh, inflicting a severe wound. The constable fell to the ground and the man fired another shot, this time through the shoulder and the constable became unconscious.

Mrs. Liang, the wife of Capt. Liang, one of the Formosa Channel Pilots, who lives at the corner, was awakened by the sounds of firing and telephoned Wanchai Police Station. The constable was in dire need of first aid when help arrived, and he is now in the Government Civil Hospital in rather a dangerous condition.

STEAMER AGROUND AT THE PARACELS. VESSELS SUMMONED BY WIRELESS TO HER ASSISTANCE.

At 9.10 a.m. on Sunday morning, the s.s. *New York Maru*, a freighter, with no passengers, bound from Dairen to Europe, struck the dangerous Bombay Reef, at the southern extremity of the Paracels, in the China Sea.

According to messages received in Hongkong by Messrs. Sunrui & Co., who represent the owners (the Ko So Kien Kaisha), the officers and crew (45 all told) passed through a very trying experience all day yesterday. The weather was rough and heavy seas broke over the vessel threatening to smash her to pieces every minute. All hands worked hard at the pumps, but at 7 p.m. there was 11 feet of water in the fore peak tank and a foot in the No. 2 hold. At 2 a.m. yesterday the weather had moderated and the seas were not so heavy so that a partial examination of the vessel's condition was possible. It was found that the ship's bottom had been considerably damaged but the message appeared to indicate that it would not be necessary to abandon the vessel.

The N.Y.K. steamer *Tambo Maru* from India responded to the wireless S.O.S. sent out by the *New York Maru* and apparently reached the scene of the disaster about 9 o'clock on Sunday night. The captain could not locate the exact spot where the ship lay and asked the *Macassar Maru* which was approaching from the opposite direction to take up the search. This ship, however, though first expected to reach the scene at 3 a.m. yesterday, it is believed did not get there till the afternoon.

The Commodore, Hongkong, received a wireless message soon after the vessel struck and notified the local Dock Companies. The Kowloon Dock Co. despatched the *Henry Keswick* to her aid soon after midnight on Sunday. The Japanese authorities have detailed warships at Formosa to go to the assistance of the vessel. The spot where she lies is 400 or 500 miles from Hongkong.

MORE ARMED ROBBERIES. SOME GANG SUSPECTED OF TWO RAIDS.

Yau-mat was quite a storm centre during the week end, from all accounts. It began on Saturday night with a false alarm of fire which took the police to one end of the district. Almost simultaneously a fight occurred at the other end of Yau-mat and a man whose arm had been nearly amputated with a chopper was given first aid and sent to hospital. Not long afterwards another man got involved in trouble and followed his compatriot to hospital to have a wound in his face stitched. Just at the time that duties are changed a gang seized the opportunity to commit an armed robbery. It appears that they must have watched the man going off duty pass by and then entered a house, threatened the inmates with revolvers and got away with everything of value. The description of the gang tallies with that of a party who committed an armed robbery in Elgin Street, in Hongkong, later. They had a much bigger haul at this place, the value of the property stolen being estimated at \$500.

UNEMPLOYMENT IN SHANGHAI.

We are hearing much about unemployment and the hardships of the wageless from various parts of the world. Within the last few months, Shanghai, says the *N.Y.C. Daily News*, has developed a "problem" which, while not as large, perhaps, as exists in other cities of the world of its size, is the more intense because of its peculiar complications. No jobs are open for the foreigner as a day-labourer in Shanghai and the man who in ordinary times might hold a position of responsibility finds nothing lower in the scale to which to resort in a crisis.

At the British Chamber of Commerce, alone, 103 applications for positions are on file. Some of these come from other countries or from other parts in China, but deducting those and also the 25 now employed through the efforts of the Chamber, 33 are left actually in the city out of work.

"ONCE TO EVERY MAN."

The Frohman Amusement Co. has constructed a fine piece of moving picture property in "Once to Every Man" in which J. Sberill is starred with Matel Withee. The opportunity that is credited with knocking once at every man's door is the basis of a plain and straightforward plot upon which is built an interesting and rugged entertainment. The young hero has been left the heritage of an appetite for drink. The lumber camp where most of the action takes place is the scene of his fight against the craving. The girl who helps the youth to fight his battle is directly responsible for his ultimate triumph, not alone over his inherent weakness, but over the fistic champion whom he defeats in a stirring ring battle in New York. It is a type of entertainment that will interest every class of screen follower, for all the world loves a lover who fights and wins the girl of his choice.

"EMPRESS OF ASIA" IN A HURRICANE. WIND AT EIGHTY MILES AN HOUR.

Such of the *Empress of Asia's* passengers on her last trip as are good sailors proudly narrate to their friends their experiences during one of the worst storms ever known and certainly, the worst encountered on the Pacific for quite 30 years. A unique feature was the startling fall of the barometer, which went down to 27.5. This figure was spoken of as somewhere about the record and, the *N.Y.C. Daily News* says, it was put to several captains of experience, none of whom could remember for certain, but one said he understood the world's record was 27 and another believed the record for the Pacific was 27.2.

The voyage for the greater part was not unusual, though the weather was cold and miserable, with very little sunshine. However, on the 17th, two or three days off Yokohama, the storm broke with terrific violence and in 80 miles an hour wind was recorded. The big boat rode safely through it all and, though the crew had to deal with some of the baggage and cargo which shifted a little, there was practically no damage recorded.

TRIBUTE TO THE OFFICERS.

The storm lasted for a day and a half, and when it was all over Dean Symons, of Holy Trinity Cathedral, voiced the feelings of the passengers in general when, in a most speech, he mentioned the fine seamanship displayed by the Captain and all his officers, and thanked them sincerely for having brought the vessel through with the minimum of discomfort. The Captain, in reply, disclaimed all credit, which he said was due to the boat herself. She was one of the very best afloat and there was very little chance of a storm hurting her. The passengers heard another side to the story when they arrived at Japan, for the papers were full of long lists of boats which had either been blown in or had chosen to return to port to wait for a lull in the storm. One was the vessel conveying the Japanese delegates to the Washington Conference.

DR. SUN'S EXPEDITION. REPORTS IN PEKING.

PEKING, October 26th.
Rumours of Dr. Sun Yat-sen's preparations for his expedition against the North, continue to reach Peking, although it is difficult to obtain confirmation of many of them. A foreign official despatch received here yesterday speaks of an agreement said to have been concluded between Dr. Sun and General Chen Ching-ming whereby the latter agrees to contribute towards the expenses of the campaign and receives in return a promise of the government of the two Kwang provinces. The chief terms are said to be:—

- (1)—General Chen to raise \$5,000,000 towards the project.
- (2)—General Chen's troops not to be employed for the time being.
- (3)—Supply and transport services to be furnished by Dr. Sun, while General Chen furnishes a part of the munitions required.
- (4)—General Chen to become Civil and Military Governor of Kwangtung and Kwangsi.

It is estimated, says this despatch, that twenty million dollars would be required to finance the contemplated expedition, and rumour has it that a large proportion of this sum is to be obtained through a loan from American sources. The American authorities in Peking, however, have received no information of such a loan and give little credence to his last statement.

That General Wu Pei-fu is turning his attention to the activities of Canton and preparing to meet the threat from the South should it materialise is indicated by a report received in an official quarter that General Wu arrived at Yochow on Monday evening and that General Hsiao Yao-nan, Tuchun of Hupeh, had sent one of his staff to confer with him there. The Inspecting Commissioner's stay in Yochow will only be for a few days, as he has planned to reach Wuchang on the 30th instant. A public reception is being arranged at Wuchang, and he will afterwards come to Peking to discuss with the Government measures to be taken in view of the hostile attitude of Canton.

ANTICIPATING TROUBLE AT PEKING. BUILDING BANKERS VAULTS CLOSE TO LEGATION QUARTER.

A recent Peking news item says:—Peking Chinese bankers are by no means certain that there will not be trouble in Peking—trouble between armed and more or less lawless forces—in the not very distant future. At least this is the logical conclusion from things which have been happening behind the Regimes Building recently.

It seems that for something over a month various of the banks have been occupied building vaults in the open space behind the buildings at the west end of Legation street—a region outside of but interestingly close to the Legation Quarter. Every evening messengers from the banks have brought valuables of various kinds to be stored in these vaults. Gendarmes have been on guard through the night, and in the morning the messengers have returned to reclaim what they put into safe-keeping the night before.

For the last few days the hours of daylight have been marked by feverish activity in the building of additional vaults, and as fast as these have been completed, the number of messengers coming in the evening and morning has increased.

All this may have no special significance whatever of course. But it is at least interesting to note this is going on co-incidentally with certain troop movements.

JAEGER PURE WOOL

NEW
SEASON'S GOODS.

OVERCOATS
GOLF COATS
WAISTCOATS
CARDIGANS
MOTOR RUGS
STEAMER RUGS
DRESSING-GOWN



THE ABOVE ARE
THE LATEST
STYLES & SHADES
AND WE HAVE
THEM IN ALL
SIZES.

PURE WOOL

LANE, CRAWFORD & CO.

MANDER BROTHERS'

OLSINA

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WATER PAINTS

Particulars and shade books on application.

SOLE AGENTS,

LANE, CRAWFORD & CO.

Tel. 1741.

HONGKONG.

THE FOX-TROT OF THE HOUR "HUMMING"

(No. 3358)

ANDERSON'S

Wm. Powell Ltd

TELEPHONE 3146.

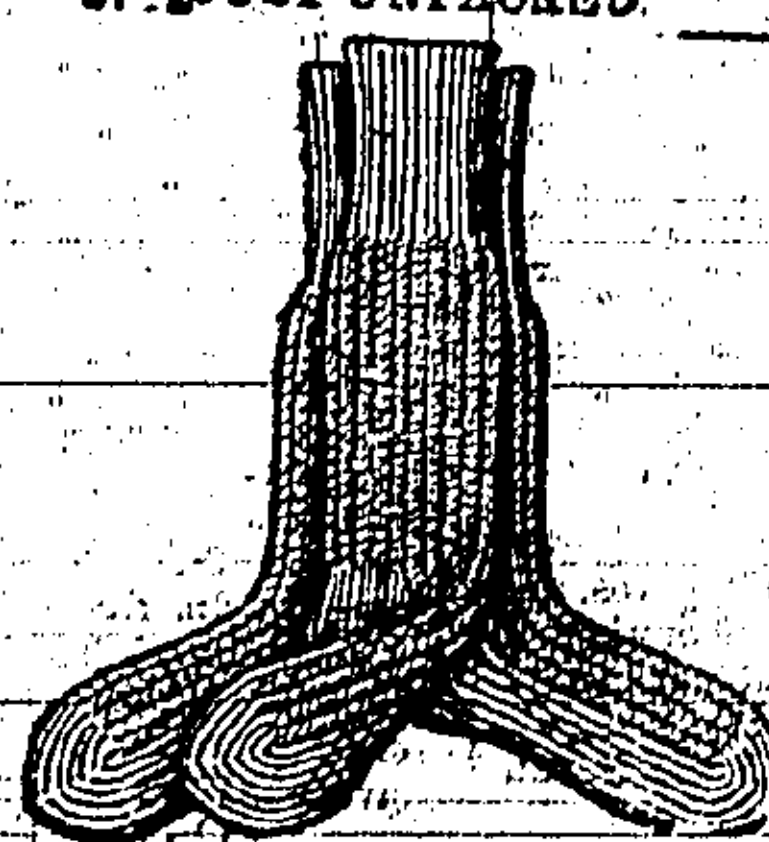
NEW STOCKS IN

WOOL UNDERWEAR and HOSIERY

JUST UNPACKED

SOCKS

Smart new
designs and plain
colours in
CASHMERE and
WORSTED.



UNDERWEAR

All weights and
sizes in LLAMA
and CASHMERE
in

Knives or
Ankle
length.
Long or
short
sleeves.

DRESSING GOWN

TRAVELLING RUGS, SWEATERS, SUITCASES, GLOVES, etc.

"JAEGER" and "THERM" SPECIALITIES.

NEW ADVERTISEMENTS

BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on FRIDAY, the 11th November, 1921.
Hongkong, 7th, November, 1921. [1711]

IMPORTS AND EXPORTS OFFICE.

GENERAL HOLIDAY.

THIS DEPARTMENT will be OPEN for payment of Liquor duties only from 9 A.M. to 12 Noon on FRIDAY, the 11th November, 1921. National Warehouses will be entirely closed on that day.

N. L. SMITH,
Superintendent, Imports and Exports.
Hongkong, 7th November, 1921. [1712]

LOST OR STOLEN.

THE Public are hereby warned not to buy or negotiate DEPOSIT RECEIPT No. 177 issued on 29th October, 1921, by the Canton Branch of the Deutsch Bank, Berlin, for Marks 50,000. The Deposit Receipt has either been LOST or STOLEN. [1713]

IN THE MATTER OF THE COMPANIES ORDINANCE, 1911-1915 and IN THE MATTER OF THE HASTINGS RODGE & CO., LIMITED.
In Liquidation.

NOTICE IS HEREBY GIVEN that the CREDITORS of the above-named Company are required, on or before the 30th day of November 1921, to send their names and addresses, and the particulars of their debts or claims, and the names and addresses of their Solicitors, if any, to the undersigned, HENRY SMITH OF MESSRS. PERCY SMITH, SMITH, and FLEMING, No. 5 Queen's Road Central, Hongkong, the Liquidator of the said Company, and, if so required by notice in writing from the said Liquidator, are by their Solicitors to come in and prove their said debts or claims at such time and place as shall be specified in such notice, or in default thereof their claims shall be excluded from any distribution made before such debts are proved.
Dated this 6th day of November, 1921.
H. PERCY SMITH,
Liquidator. [1714]

THE EAST ASIATIC COMPANY, LTD.
COPENHAGEN.

THE Steamship
"RHODESIA"

having arrived. Consignees of Cargo are hereby informed that all Goods are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of Holt's Wharf, whence delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th Nov. will be subject to suit.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 14th Nov., at 10 A.M.
All Claims must reach us before the 17th Nov. or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by MANNEISS & BACKHOUSE LTD., Agents.
Hongkong, November 8th, 1921. [1717]

NOTICE TO CONSIGNEES.
OCEAN STEAMSHIP COMPANY, LTD.
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamers
"PRIAM"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 7th Nov.
Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th Nov. will be subject to suit.
All Claims against the Steamer must be presented to the undersigned on or before the 25th Nov., or they will not be recognized.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE, Agents.
Hongkong, November 5th, 1921. [1718]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamer
"LAHORE"

Arrived—Hongkong—on Nov. 7th, 1921.
FROM BOMBAY, COLOMBO AND STRAITS

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on cargo—
From Persian Gulf, ex B. I. S. N. and B. P. S. N. Co.'s Steamers.
Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer.
Goods not cleared within 8 days, including date of arrival, will be subject to suit.
No Fire Insurance will be effected by us in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAY and TUESDAY.
All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godown.
MACKINNON, MACKENZIE & CO., Agents.
Hongkong, November 7th, 1921. [1719]

NEW ADVERTISEMENTS

ROYAL HONGKONG YACHT CLUB.

MEMBERS are notified that the FIRST CHAMPIONSHIP RACES for Racing Yachts and Cruisers will be sailed on the 19th and 20th inst., respectively.
Will Members kindly inform the Secretary if they will be joining in the Cruise to Siak Ma on SUNDAY next, the 13th inst.

H. S. ROUSE,
Hon. Sec. Sailing Committee,
c/o F. W. Dept.
Tel. No. K. 209
[1720]

EX-MEMBERS OF THE
ROYAL REGIMENT OF ARTILLERY.

DINNER.

IT is proposed to hold a DINNER of all EX-MEMBERS of the ROYAL REGIMENT OF ARTILLERY, Officers, N.C.O.s and Men, on THURSDAY, 15th DECEMBER, 1921, at the Hongkong Hotel at 8 P.M. Morning Dress. Estimated cost of dinner, exclusive of drinks, \$7 per head.
All those who are desirous of attending are requested to send their names and the units in which they served to the undersigned as soon as possible.
L. S. GREENHILL,
5, Queen's Road Central
Hongkong, November 1st, 1921. [1715]

A. G. DA ROCHA:

Have received instructions to sell by Public Auction.

ON TUESDAY
8th November, 1921, at 2.15 P.M., at his Sales Rooms,

150 SUIT LENGTHS,
Comprising
Navy Blue Serge, Tweed, Over-coating, Cashmere, Dress Suit Cloth, (suitable for Ladies and Gentlemen),
32 Pieces Wilton and Axminster Rugs,
64 Pieces Tapestry Velvet Rugs,
21 Pieces Cut Pattern Wilton Rugs,
50 Pieces Black and Brown Boots by Goodyear Co.,
50 Dozen Razors.

Terms—Cash on delivery. [1716]

G. R.

SALE OF OLD ARMY CLOTHING.

TENDERS are invited for the purchase of all old Army Clothing for the period ending 31st March, 1922.

Form of tender will be issued on application to the Chief Ordnance Officer, R.A.O.C. Depot, Samples of Clothing to be sold will be on view at the R.A.O.C. Depot, Queen's Road East, and tenders must reach the Ordnance Office at the above address not later than 12 noon on 15th November, 1921. [1660]

THE COMPANIES ORDINANCES 1911-1921.

THE HONGKONG & CANTON ICE MANUFACTURING CO., LTD.

NOTICE IS HEREBY GIVEN that the STATUTORY MEETING of the above-named Company will be held at 12 o'clock noon on THURSDAY, November 10th, 1921, at the Registrar's Office of the Company No. 2, Lower Albert Road, Victoria, Hongkong.

Business—
Consideration of the Statutory report.
By Order,
M. MANUK,
Secretary. [1841]

THE ROYAL HONGKONG GOLF CLUB.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the ROYAL HONGKONG GOLF CLUB will be held in the Board Room of Messrs JARDINE MATHESON & Co. Ltd., Hongkong, on the Ninth day of NOVEMBER 1921 at 5.15 o'clock in the afternoon when the following resolutions will be proposed as extraordinary resolutions—

I. (a) Articles Nos. 11 & 13 by the deletion of the word "five" therefrom and the substitution of the word "eight".
(b) Article No. 45 by the deletion of the word "six" in the fourth line thereof and by the substitution thereof of the word "nine".
(c) Article No. 47 by the insertion of the word "President" before the word "Captain" in the 1st line thereof and the deletion of the word "both" in the 2nd line thereof and by the substitution thereof of the word "all".
(d) Article No. 16 by the deletion of the word "three" in the 2nd line thereof and by the substitution thereof of the word "six".
(e) Articles Nos. 68, 73, 74, & 80 by the deletion of the word "Captain" wherever it appears in these Articles and the substitution thereof of the word "President".
(f) Article No. 82 by the addition of the word "President" before the word "Captain" in the first line thereof.
II. (a) Article No. 31 by the addition of the words "and the United States of America" after the words "Great Britain" in the 2nd line thereof.
(b) Article No. 23 by the addition of the words "and the United States of America" after the words "Great Britain" in the 11th line thereof.
III. By adding after the word "Memorandum" in the 2nd line of paragraph 61 the words "(1) Association after the word "or" in the 3rd line of the same paragraph, the word "in the" and after the word "Association" in the same line the words "except in so far as Byelaws may be made in respect of the establishment and carrying of a Junior Club or Club or Branches at Happy Valley or elsewhere".
Should these Resolutions with or without any amendments be passed by the required majority they will be submitted for confirmation as special resolutions to a second extraordinary general meeting which will be subsequently convened.
By Order of the Committee.
Dated this 31st day of October 1921.
J. B. ROSS,
Hon. Secretary. [1680]

SEAMEN'S INSTITUTE
21, PRAYA EAST, HONGKONG.

FOR the use of all Men of the Mercantile Marine and H.M. Navy.
Reading and Writing Rooms, Billiard Room, Officers' Room, C.P.O.'s Room, Restaurant, Concert Hall, Church.
Private Cabins and beds in Dormitories.
Motor Launch "Davespring".

JUST RECEIVED
FINE ART
PICTORIAL
POST CARDS
Types of Beauties, Children,
etc. etc. etc.
At 75 cents per dozen.
GRACA & CO.,
Dealers in Post Cards, Postage Stamps,
Garden Seeds, Toys, etc.
No. 10, WYNDHAM STREET,
HONGKONG.
P.O. [168]

INTIMATIONS.

ST. ANDREW'S BALL 1921.

REEL PRACTISES.

THE FIRST REEL PRACTISE will take place in the City Hall on TUESDAY, NOVEMBER 8TH, at 5 P.M., instead of FRIDAY, November 11th, as previously notified.
By order of the Committee,
T. W. HILL,
Hon. Secretary. [1695]

THE HONGKONG HOTEL
COMPANY LTD.

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND of Sixty Cents per share will be paid on the 30th day of NOVEMBER, 1921 to members who are on the Register on the 15th day of NOVEMBER 1921 and also to members in respect of the bonus shares issued in pursuance of the special Resolution passed and confirmed at the Extraordinary General Meetings of the Company held on the 13th and 31st days of August 1921 respectively.
The TRANSFER BOOKS of the Company will be closed from the 12th NOVEMBER, 1921 to the 15th NOVEMBER, 1921 both days inclusive.
Dated the 7th day of November, 1921.
By Order of the Board,
H.N. BEAUREPAIRE,
Secretary. [1710]

NEW FRENCH LOAN.
CREDIT NATIONAL.

Issue of Bonds Frs. 500.
Interest 6%, free from income tax.
Price Frs. 498.50 net.
Interest payable every 6 months from 1st Mar., 1922.
Reimbursement by 4 yearly drawings
Comprising 7,200 prices amounting to Frs. 13,000,000.
Subscription closing on the 10th November.
For subscription apply to—
BANQUE DE L'INDO-CHINE. [609]

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for
Borneo OK, KK, LM, LN, LR, LT, LU,
LW, MA, ME, MZ, NB, A

NO LET-FLATS in Cambay Buildings and Mokking Buildings, Nathan Road Kowloon. Apply to MESSRS KAYAMALLEY & Co., 5 D'Agular Street. [137]

LOST—Silver Grey CAT bushy tail Strayed from No. 5 Torres Buildings Kowloon. Reward. [136]

TO LET.
GODOWN at Yau-mai.
For particulars apply to—
THE HONGKONG LAND RECLAMATION CO., LTD. [1146]

TO LET.
Cosmopolitan Dock. Large open compound in front suitable for the storage of Metal, Lumber, Ores, etc. Marine Lot; approach either from land or water side.
For particulars apply to—
W. G. HUMPHREYS & CO. [1124]

TO LET
ONE OFFICE in No. 4, Queen's Road Central to let.
For particulars apply to—
HANK OF CHINA. [1632]

FOR SALE.
"RICHMOND HOUSE" Barker Road, No. 145 The Pava.
Apply to HASTING & HASTINGS. [1702]

SEAMEN'S INSTITUTE
21, PRAYA EAST, HONGKONG.

FOR the use of all Men of the Mercantile Marine and H.M. Navy.
Reading and Writing Rooms, Billiard Room, Officers' Room, C.P.O.'s Room, Restaurant, Concert Hall, Church.
Private Cabins and beds in Dormitories.
Motor Launch "Davespring".

JUST RECEIVED
FINE ART
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Types of Beauties, Children,
etc. etc. etc.
At 75 cents per dozen.
GRACA & CO.,
Dealers in Post Cards, Postage Stamps,
Garden Seeds, Toys, etc.
No. 10, WYNDHAM STREET,
HONGKONG.
P.O. [168]

INTIMATION

GLIMPSES

OF CHINA.

A series of Vandyck Photographs illustrating Chinese life and surroundings.

A suitable present to send Home for Christmas.

A. S. WATSON & CO. LTD.

(Established 1841)

HONGKONG DISPENSARY

PHONE No. 16.

HONGKONG OFFICE: 10A, DES VŒUX RD., C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, NOVEMBER 8TH, 1921.

CHINESE LAWYERS AND EXTRA-TERRITORIALITY.

We see it is claimed by the Chairman of the Chinese Bar Association that China possesses "on the whole a very good body of laws" and that they justify a demand for the abolition of extra-territoriality. This claim was put forward in a speech delivered at a banquet given in Peking in honour of representatives of the International Bar Association—a function which was attended by some four hundred persons, including the Minister of Justice and the Vice-Minister, the Acting Chief Justice of the Supreme Court of China, and the Procurator; so that the

occasion was one which lent considerable importance to the advocacy of the abolition of extra-territoriality, and, if we may be guided by the newspaper reports, this constituted the main theme of all the speeches delivered on the occasion. China, the CHAIRMAN said, had been engaged for the past twenty years in reforming her legal and judicial system, and though the codes could not be regarded as badly drawn, yet, to make them as perfect as possible, a Law Codification Association was created to revise them. China could now claim to have an up-to-date Code of Criminal Procedure and an up-to-date Civil Code. Although the revised Civil Code and Commercial Codes had not yet been published, many civil and commercial ordinances, he said, had been promulgated. This evidently seemed to the CHAIRMAN of the Bar Association a sufficient warrant for the abolition of extra-territoriality.

Foreign residents in China, who are very intimately interested, are far from being in agreement with the opinion that the time is ripe for the abolition of consular jurisdiction. Their view of the matter has been stated very clearly and succinctly in a short article in a recent issue of *The Times* by the paper's well-known correspondent at Peking, on the subject of "The absence of Law in China"; the words "Innocent

punished with the guilty," forming a sub-heading for the article. "If there were good law in this country," says the correspondent, "the claim for the abolition of extra-territoriality would be valid, and no foreign Power would desire to resist it. But it is notorious that law in this land, especially since the fall of the Manchus, has become almost dead letter, and that the Courts, with few special exceptions, are corrupt and venal." As to the modern codes which the President of the Chinese Bar Association deems to be ample justification for the abolition of extra-territoriality forthwith, the Peking Correspondent of *The Times* makes this comment: "Modern codes are now in course of preparation, but it will take another five years to complete them, while a well-known Chinese jurist admits that a further period of 10 years must elapse before Courts can be established competent to administer the new law. The unfortunate Russians resident in China, since the suspension of their right to consular jurisdiction, are learning by bitter experience how inadequate is the Chinese idea of the administration of justice, and the foreigner in general is being provided with ample warning that the day is not yet when he can with safety surrender any of his treaty rights in this respect."

In Europe and America where so many polished and educated Chinese are to be met now-a-days there is, as Mr. FRASER justly observes, a danger of the Western world forming a wrong conclusion about the conditions that prevail in the country itself. "If," he says, "there are a few enlightened Chinese who would have things otherwise, and who are eager to see their country placed on an equal footing with the other nations of the earth, it remains that the vast majority of the people are blankly ignorant and at present unfitted for any such rôle." The Chinese Bar Association in its advocacy of the abolition of extra-territoriality must surely be guided more by the political aspect of the matter than by admiration of the administration of the laws which they applaud. If the Chinese lawyers, who we learn from the speech of the Chairman of the Bar Association, constitute "a regiment 60,000 strong" were to concentrate their attention on securing great efficiency in the administration of justice they would supply a more convincing argument in favour of abolishing extra-territorial jurisdiction than by making speeches in which the mere compilation of modern codes is represented as meeting all requirements.

The total output of the Kailan Mining Administration's mines for the week ending October 22nd amounted to 82,882 tons and the sales to 72,581 tons.

Mr. A. H. George has been appointed Acting Commercial Secretary (2nd grade) to H.M. Legation, Peking, in place of Mr. H. J. Brett on home leave.

Lieut.-General Sir G. M. Kirkpatrick, K.C.B., K.C.S.I., left by the China Mail Co.'s s.s. *China* on Sunday for Nagasaki for the purpose of attending the Japanese Military Manoeuvres. The General was accompanied by his aide-de-camp, Capt. C. S. Fisher.

Canton has been making great preparations to welcome General Chen Chung-ming on his return from his victorious campaign in Kwangsi. General Chen was due back in Canton yesterday. An official banquet at the Treasury Building and a lantern procession were items in yesterday's programme.

Mrs. Sun Yat-sen, Mr. Eugene Chen, Secretary to the President—Mr. Wang Ching-wei, Mr. Liao Chung-kai, Vice-Minister of Finance and Dr. C. C. Wu, Vice-Minister of Foreign Affairs left for Wuchow on Saturday. *The Canton Times* says they have gone to attend a military conference which will soon be held there. General Hsu Sung-chi, Commander of the Second Cantonese Army left on Sunday to attend the conference.

A meeting of the Committee appointed to draw up the programme for the visit of H.R.H. the Prince of Wales will be held in the Chamber of Commerce room at the City Hall on Wednesday, 16th inst., at 12 noon for the purpose of appointing an Executive Committee to carry the programme into effect. H.E. the Governor has added the following gentlemen to the Committee:—Mr. H. Percy Smith, Mr. T. A. Mahtani and Mr. Birdar Khan.

SHANGHAI AUTUMN RACE MEETING.

FIRST DAY'S RESULTS.

THE MALOO PLATE.—Distance half-a-mile.
Messrs. C. & H. White's Waterloo (Mr. Brokamy) 1
Messrs. Eastwood & Harper's Greyhound (Mr. Harper) 2
Messrs. C. & H. White's Victoria (Mr. Bauld) 3
Time: 58 4-5secs.

THE CRITERION STAKES.—Distance one mile.
Mr. Day's Shenkoland (Mr. A. N. Dallas) 1
Mr. Belinda's Tyneside (Mr. Brand) 2
Messrs. Winsome & Hasty's The Heron (Mr. Hill) 3
Time: 2mins. 4 3-5secs.

THE MAIDEN STAKES.—Distance three-quarters of a mile.
Messrs. Fay & Seth's Christmas Gift (Mr. Heard) 1
Mr. Shanghai's Cloister (Mr. Pinkerton) 2
Mr. Edmund's Henry VIII. (Mr. Knoll) 3
Time: 1min. 31 3-5secs.

THE FAR WAR STAKES.—Distance one mile and a half.
Messrs. Winsome & Hasty's The Oriole (Mr. Hill) 1
Mr. Day's Trustland (Mr. A. N. Dallas) 2
Messrs. C. & H. White's Kings Cross (Mr. Vida) 3
Time: 3mins. 16 4-5secs.

THE ROYAL NAVY CUP AND SUBSCRIPTION GRIFFIN STAKES.—Distance three-quarters of a mile.
Mr. J. Spunt's Last Call III. (Mr. Heard) 1
Mr. L. Camern's Dover Patrol (Mr. Dallas) 2
Mr. P. Hinde's Kobe (Mr. Vida) 3
Time: 1min. 38 1-5secs.

THE SHANGHAI ST. LEGER.—Distance one mile and three-quarters.
Messrs. Winsome & Hasty's The Peacock (late Tapoo Kazoo) (Mr. Hill) 1
Mr. Henry Morris's Lichfield (Mr. Stewart) 2
Messrs. Potts & Hayim's Invincible King (Mr. Crokam) 3
Sir Paul's Empire Dahlia (Mr. Burkill) 4
* Dead heat.

Time: 3mins. 45 2-5secs.
THE ECLIPSE STAKES.—Distance one mile and a quarter.
Mr. T. A. Spedding's Roseleaf (Mr. Hill) 1
Mr. Liddell's Beachcroft (Mr. Liddell) 2
Mr. William McBain's Larissa (Mr. Vida) 3
Time: 2mins. 44secs.

THE AUTUMN CUP.—Distance one mile and a quarter.
Messrs. Winsome & Hasty's The Hawk (Mr. Hill) 1
Mr. Henry Morris's Marchfield (Mr. Heard) 2
Mr. Campox's Old Bill (Mr. Springfield) 3
Time: 2mins. 30 3-5secs.

THE WHANGPOO STAKES.—Distance one mile and a half.
Mr. N. L. Sparke's Wild Chance (Mr. Springfield) 1
Mrs. Wm. McBain's Lynmouth (Mr. Pinkerton) 2
Mr. Birdrake's Seadove (Mr. Brand) 3
Time: 3mins. 25 4-5secs.

THE KALGAN PLATE.—Distance one mile.
Mr. Day's Daisyland (Mr. A. N. Dallas) 1
Mr. Australulu's Paddison (Mr. Vida) 2
Mrs. Isabel Moller's Shadylight (Mr. Moller) 3
Time: 2mins. 15 1-5secs.

FAR EASTERN CABLE NEWS.

[BY COURTESY OF THE "CHINA MAIL"]

CHAMBERS OF COMMERCE.

FINAL SESSION OF SHANGHAI CONFERENCE.

SHANGHAI, November 7th.

The British Chambers of Commerce in China and Hongkong held their final session, on Saturday, with a public meeting. Sir Everard Fraser, British Consul-General, and Judge Skinner Turner were present. Mr. E. F. Mackay, the chairman of the conference and Mr. W. B. Keenott, chairman of the conference in committee, delivered summaries of the three days. This session of the conference is considered one of the most important yet held. Many far-reaching resolutions were passed interesting to Chinese and foreigners alike.

CABLES.

LATEST CABLES.
[THROUGH BRITISH AGENCY.]THE FRANCO-KEMALIST AGREEMENT.
GREAT BRITAIN'S OBJECTIONS.

LONDON, November 6th.

Diplomatic circles are concerned over the Anglo-French negotiations on the subject of the recent Franco-Kemalist Agreement, which the British Government considers contrary to French assurances, because it conflicts with the Treaty of Sevres, renders nugatory the principle of the protection of Christian minorities in Asia Minor, and transfers to Turkey territory which does not belong to France but is held on a mandatory trust.

Fears are also expressed that France's independent action will impair British authority in the approaching settlement of the Greco-Turkish conflict.

WASHINGTON CONFERENCE.
ARRIVAL OF FRENCH AND BRITISH DELEGATES.

New York, November 7th.

The liner *Lafayette* has arrived. The mayor's "welcome committee" boarded the ship and greeted the French delegation to the Washington Conference who proceeded direct to Washington after a short rest at the hotel.

EARLIER CABLES.

WASHINGTON, November 6th.

Lord Leo (First Lord of the Admiralty), Sir Robert Borden (the Canadian delegate), and Mr. Sastri (the Indian delegate) have arrived. They were met at the station by Sir Auckland Geddes and escorted to their hotel by a squadron of cavalry.

VICTORIA (B.C.), November 6th.

Mr. Pearce, the Australian delegate, and Sir John Salmond, the New Zealand delegate, to the Washington Conference, have arrived.

Mr. Pearce, in an interview, declared that the prospect of permanent peace was welcome to no country more than to Australia.

FRENCH PREMIER ON MILITARY ESTABLISHMENTS.

New York, November 6th.

A wireless message from the steamer *Lafayette* says that M. Briand in an interview referring to the suggestion that land armaments should be included in the agenda of the Washington Conference, emphasised that, in order to arrive at a solution of that question, the political problems of Europe which would decide the strength of military establishments must also be examined attentively.

LATEST CABLES.

FRANCE'S OBJECTS.
REPARATIONS AND SAFEGUARDING OF SECURITY.

PARIS, November 7th.

Speaking at Montpelier M. Millerand stated that France has two main objects in view, namely, the reparations which she is entitled to from Germany and the safeguarding of her own security, which is of vital importance not only to herself but to the whole world. After securing the double object France was willing to maintain good neighbourly relations with every nation, but Germany must begin.

OBITUARY.

LONDON, November 7th.

The death is announced of Sir Lionel Cox.

M. MILLERAND'S REGRETS.
TELEGRAM TO EMPEROR OF JAPAN.

PARIS, November 7th.

M. Millerand has wired the Japanese Emperor expressing his heartfelt regrets at Mr. Hara's assassination.

EARLIER CABLES.

SOUTH AFRICA'S GOLD MINING INDUSTRY.
CRISIS OVER NEW LABOUR REGULATIONS.

JOHANNESBURG, November 6th.

A crisis has arisen in the gold-mining industry. The miners threaten to strike against the Government's proposals to effect economy in the working of the mines by altering the regulations so as to ensure that native labourers underground work a full shift of eight hours, instead of five hours as at present. The miners declare that the proposals mean abolition of the colour bar, a decrease in the number of whites employed, and an increase in the accident rate.

Addressing a deputation of workers of the Union, General Smuts declared that the new regulation would not affect white labour detrimentally. He said that the gold industry depended upon the "gold premium." If the premium disappeared, 24 out of 30 mines now working would have to close down immediately; hence the industry should be run independently of the premium.

LATEST CABLES.

THE HUNGARIAN THRONE.
BILL DEPOSING KARL READ A FIRST TIME.

PARIS, November 7th.

The Hungarian Assembly has finally passed the Bill excluding Charles from the Throne and abolishing the so-called pragmatic sanction about succession of rights. The Bill restored to the nation the right to elect a King. The election is postponed until the circumstances are more favourable.

EARLIER CABLES.

PARIS, November 6th.

The Hungarian National Assembly has only passed the first reading of the Bill excluding Karlos from the throne. The final decision was postponed until tomorrow.

MADEIRA AVAILABLE AS PLACE OF INTERMENT.

LISBON, November 6th.

The Government has replied to the Entente Note of inquiry, intimating its willingness to allow the interment of Karl and Zita, with their children, at Madeira.

ZACCO AND VANZETTI.

JUDGE DENOUNCES AGITATION.

DETRHAM (Mass.), November 6th.

Judge Thayer denounced from the Bench the attempts to influence the Court in favour of a new trial of Zacco and Vanzetti by means of a flood of letters from all parts of the country, many couched in almost identical terms.

The same precautions against violence were taken as during last week. A great force of police surrounded the courthouse.

GERMAN REPARATIONS.
COMMISSION TO VISIT BERLIN.

PARIS, November 6th.

The Reparations Commission has decided to go to Berlin to ascertain what was done and what remains to be done regarding the application of measures proposed by the Committee on Guarantees, and the means which the Reich intends to adopt to acquire the funds necessary for the execution of the instalment due on January 15th, 1922.

ARMISTICE DAY IN U.S.A.

PRESIDENT'S PROCLAMATION.

WASHINGTON, November 6th.

President Harding has proclaimed Armistice Day a legal holiday "as a mark of respect to those who gave their lives in the war." He asks that bells be tolled and silent prayers for the country offered at noon on the 11th inst.

ADMIRAL BEATTY FETED AGAIN.

PHILADELPHIA, November 6th.

Admiral Beatty, at a civic reception at the City Hall, was loudly cheered by an enormous crowd. In his speech he said that he regarded the demonstration as another indication of Anglo-American goodwill.

FINNISH STEAMER CAPSIZED.

HAUGESUND, November 6th.

The Finnish steamer *Kuivari* capsized in a storm. Thirty were drowned.

SURVEY OF CHINA COAST PROPOSED.

TWO WARSHIPS SELECTED FOR THIS IMPORTANT WORK.

We learn from the *Peking Daily News* that the Hydrographic Bureau acting under the instruction of the Ministry of Navy, has formulated a definite plan for resurveying the coast of China. The Ministry has designated two warships, the yacht *Lienking* and the cruiser *Tungchi*, for this important work, with the instruction that the work should be as scientifically correct as possible. The first named vessel is to undertake the surveying of territorial waters within the definition and delimitation laid down by the Chinese Government Law, while the latter will undertake work of a similar nature on the high seas, adjacent to the territorial waters.

Rear-Admiral W. T. Chen, who received his training in the British Navy, and is an expert on such matters, has been appointed as Chief of the Hydrographic Bureau. It is also the intention of this Bureau to secure the service of several cartographers from abroad.

This important work of resurveying the China Coast, says our Peking contemporary, should have been received the serious attention of the Ministry of Navy earlier, because, in the event of any war, in which China is not a participant, her sea-belt being properly surveyed and defended, and in time of peace, for the efficient working of the Customs authorities in collecting revenues and stopping illicit trade, and for the strict enforcement of her fishery rights, sanitary measures, etc., it is also imperative that this belt be defined.

It is reported that Admiral Li Ting-hsin, who is responsible for the establishment of this Bureau, submitted this plan to the Cabinet soon after his assumption of office as Minister of Navy, and pointed out to the other Cabinet Ministers the importance of the project in view. It is also reported that the project received the unanimous support of the Cabinet.

SCOTTISH SPORT.

RUGBY RAID ON THE BORDERS.
RANGERS AND THE LEAGUE.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, September 28th.

The Glasgow Rugby clubs are always earlier in the field than their Edinburgh rivals, and this year they signalled the opening of the season by a raid on the Borders. Glasgow High School F.P.'s faced two stiff propositions. First they met Jed Forest, who are greatly weakened since last year, and managed to effect a draw. Early in the proceedings Arthur Browning scored twice for the School, but they fitter away this commanding lead by indifferent play. In their second engagement, the Schoolmen, as was generally expected, could not hold the "Teerles" of Hawick, who seem a capital lot this season. Glasgow Academicals were able to win from Gala after a really good struggle. But Hillhead made a wretched appearance before Selkirk.

The best game of the week was in Edinburgh, Hawick visiting the Heriotians. Heriots are not equal to last year, but with a little shaking up they should make a good appearance.

Watsonians took a scratch team through to Glasgow, and though they did not show particularly well at the start against Hillhead H.S., they improved as the game went on, and before the end the machine was working with something like its last year's smoothness.

Glasgow Academicals, 10; Gala, 8; Glasgow High School F.P., 8; Jed Forest, 3; Selkirk, 3; Hillhead, H.S. F.P., 3; Heriotians, 7; Hawick, 5; Royal High School, F.P., 14; Institution, F.P., 8; Watsonians, 17; Hillhead, 0; Melrose, 6; Glasgow Academicals, 10; Hawick, 10; Glasgow High School, 3.

ASSOCIATION LEAGUE.

Although the season is still young, the League competition has already drifted into certain clearly defined channels. At the moment Rangers threaten to walk off with the rag-the League flag. Celtic's fall at Edinburgh has left Rangers with a lead over them of 4 points. Albion Rovers are the runners-up, then come Clyde and Celtic, and Partick Thistle are just behind. Rovers and Clyde may continue to do well, but they are scarcely potential challengers to Rangers. Celtic are not nearly so sure in the defence lines of their team as formerly. It will be matter of regret if the Champions are early permitted to establish a too commanding lead, if some team came along and put them on the losing side for a change, interest in the competition would be quickened. Allowed to continue on their winning way, they will simply put the Championship in their pocket, and can't carry when the Scottish Cup comes along.

The latest League games are no improvement on the play of the season; there is too much striving for the score and too little class football. Rangers, the Champions, are perhaps the greatest sinners in this respect. In the week-end they again won by 1-0, their standard figure. Aberdeen, however, must be credited with a brave fight. Clyde also got through by the only goal of the game. Hearts failed to do more than draw with Thistle, but it is satisfactory to know that they are in better form. The success of St. Mirren against Hamilton Academicals was unexpected, and Airdrie furnished another surprise by defeating Ayr. Queen's Park were beaten at Dundee, and (with Hearts) still await a full-figure result. The Amateurs, however, are exhibiting better form, and their display deserved better luck.

In the autumn holiday games the meeting of Rangers and Clyde was notable, being the only unbeaten clubs. It was a stiff fight for half the time, but Rangers rose to the occasion in the second half and walked off with 3 goals. Celtic just managed to get the odd goal from Morton, a fair reflex of the play.

Clydebank, 1; Aberdeen, 1; Motherwell, 2; Dundee, 1; Kilmarnock, 1; St. Mirren, 1; Rangers, 1; Aberdeen, 0; Clyde, 1; Morton, 0; Partick Thistle, 1; Hearts, 1; Dunbarton, 0; Celtic, 5; Dundee, 3; Queen's Park, 1; Raith Rovers, 4; Kilmarnock, 0; Albion Rovers, 0; Motherwell, 0; Hamilton Academicals, 2; St. Mirren, 3; Ayr, 1; Airdrie, 2; Hibs, 1; Falkirk, 1; Third Lanark, 4; Clyde, 1; Rangers, 3; Clyde, 0; Celtic, 1; Morton, 0; Thistle, 2; Third Lanark, 1; Aberdeen, 2; Queen's Park, 1.

MEN AND MATTERS IN RUGBY.

Dr. J. B. McDougall, the old Greenockian, who played for Scotland in the International last season, has again turned out for Wakefield. He is one of the oldest players at Rugby, but is still one of the most alert.

D. M. Bertram, appointed captain of the Watsonians, is one of the most popular players in the country. He has taken over the post at a time when the team has shed a lot of their great players, but it will be no fault of his if success does not attend the Myreside flag.

David Cockburn will captain Gala. He is one of the most stalwart forwards on the Border, and was in last year's National trials.

The London Scottish have not been too fortunate of recent years in obtaining the assistance of players who have already made good in the North. But they will have nothing to complain of this season. They will be strengthened by a great coterie of Scots—Brown of Heriots, Macpherson of Stewart's, Sloan of Edinburgh Academicals, and Langlands of Watson's.

AMERICA'S GOLD STOCKS.

AN OUTFLOW INSTEAD OF AN INFLOW WANTED.

The best interests of the United States demand that the inflow of gold from Europe which has occurred since the beginning of the Great War shall be reversed as early a date as possible, in the opinion of Dr. H. A. T. Chandler, economist of the National Bank of Commerce in New York, in the October issue of the bank's magazine, *Commerce Monthly*. America's proportion of the world's monetary stocks is now sufficiently abnormal to cause apprehension, he declares, and her gold policy should be constructed with a view to facilitating a movement in the opposite direction.

A review of the available data in regard to the future needs of Europe clearly leaves the impression that her approach to normal conditions may require monetary supplies considerably in excess of her present combined holdings. Dr. Chandler says, "For this excess she must call upon the outside world and especially upon those few countries that now hold a disproportionate share. Among the holdings of these countries those of the United States overshadow all others."

In the light of these facts, "renewed interest attaches to the duration of the present inflow of gold and to the time when the return flow to Europe will set in. These questions are of particular significance because of the possible effect that the gold movement may, in the meantime, have upon conditions in the United States and upon world trade."

Concerning the duration of the present inflow, "recent personal conferences with an important number of European authorities disclosed that, almost unanimous agreement that for some considerable period the United States must continue to receive practically all of the world's gold production with the exception of that which goes into the arts and that which may be absorbed by India."

"The question as to when the return flow will set in is partly concealed in the intricacies and uncertainties of the relative trade balance relationships of the several nations. It depends in part upon the world trade revival and the ability of European nations to establish favourable trade balances. It is interesting to note, however, that European economists and financiers do not attempt to conceal their pleasure at seeing the gold flow to the United States. They reason that no people could resist the temptation of inflation in the face of such a flow; that such an inflation will render American goods relatively high in cost and therefore further reduce our merchandise exports; that on the other hand Europe's goods will become relatively lower in price and therefore increased exportation from Europe will result."

"Indeed Americans who have given careful thought to the present gold inflow with reference to inflation and the possible disturbing effect upon industry are apprehensive as to the results. If it is true, as careful investigation appears to indicate, that there is a tendency for an increasing percentage of the total commercial bank loans in the United States to take the form of fixed capital investments, any considerable extension of credit upon the basis of the new gold would present a problem of very great importance."

"The question of Europe's need for part of our present supplies of gold does not necessarily wait upon her ultimate recovery or the complete adoption of the gold standard. As fast as one country after another approaches the condition when stabilization of currencies can be considered, an increased need for gold may occur."

"While it is true that the return flow of the gold is not imminent and that a considerable period may lapse before Europe can effectively demand any important part of our gold, it is much to the interest of the United States to have these gold reserves returned as soon as Europe can utilize them. With these facts in mind our gold policy should be so formulated that as fast as needed the gold may be returned without causing embarrassment either to Europe or to the United States."

THE KOREAN BUDGET.

Y30,000,000 ABOVE PRESENT YEAR.

The Bureau of Colonies of the Department of Home Affairs at Tokyo is examining the budget estimates of the Korean Government for the next fiscal year, which were recently submitted by Mr. Kochiyama, director of the bureau of financial affairs, now on a visit to Tokyo. Compared with the budget for the present year the figures are an increase of about Y30,000,000. This is due mainly to the new undertakings which the Government has decided upon.

The Korean Government proposes to establish at least one middle school in each of the provinces. This arrangement is necessitated by the rapid development of education among the Koreans and by the marked improvement in their cultural life. At present there are some provinces where no Government middle school is provided.

The improvement of the drainage system and others is also planned. The authorities have been seeking improvement of facilities for the clearing waste land and for irrigation, and they propose to perfect these facilities on a larger scale than before in view of the rapid increase of the population of the peninsula. Among the new enterprises contemplated is the improvement of railway communication by the building of a line between Heijo and Genzan. The authorities also propose to extend the harbour of Genzan.

On the revenue side of the proposed Korean budget, the authorities are asking for a subsidy amounting to Y20,000,000 an increase of Y6,000,000 over the figure paid out from the national treasury for the present year. In the event of the home authorities refusing to meet the requirements of the Korean Government, it is believed that the latter will be compelled to raise the balance by floating a domestic loan.

WORLD DEPRESSION.

NATIONS AS DEBT COLLECTORS.

Speaking at Dundee, on September 24th, Mr. Churchill said: "The commoner of the world is most woefully shrunken and restricted. The apparatus of exchange between one country and another is distorted and to a large extent paralysed. Credit and enterprise are hampered. Monstrous debts of hundreds and even thousands of millions of pounds, and indemnities even more gigantic, have been scored up by one great country against another. These debts and indemnities far exceed the means and the methods of payment. These enormous debts and indemnities can only be discharged by carrying goods from one country to another—that is to say, after the gold and securities have been handed over. The vehicles of international trade—the ships, the railways, the road cars, the canal barges which ply between one country and another—could only carry a small proportion every year of what is owing from one country to another, even if they were running without cessation. And the countries themselves who are to receive the payment can only receive a limited quantity of foreign goods dumped as the result of a war debt or a war indemnity in any one year without gravely affecting their own industrial system and taking the bread out of the mouths of their own working people."

What a curious spectacle—if, indeed, it were not pathetic—the great nations of the world present at this moment! The great gifted nations in the civilized world—America, England, France, Italy—all hoping to get enormous sums of money out of each other or out of Germany. In fact you may say that debt collecting has become a principal industry and takes the first place in the minds of many politicians and Parliaments and even peoples. And if all debts and indemnities between nation and nation were paid, goods would be dumped upon every creditor country in quantities and at prices which would be fatal to the whole harmonious organization of its industry."

And this brings me to the second phase in this strange vision of the great nations. Every victorious country of those I have mentioned is entitled to receive gigantic importations of goods in payment of what is owing to them. Not one of them would receive those goods if they were to come. On the one hand they seek the payments. On the other hand they erect—and necessarily erect—tariffs and every kind of special legislation to prevent their industries from being completely dislocated by such enormous uneconomic importations. The result of all this is that the machinery of world exchange is seriously impeded and in some cases brought to an absolute standstill—that is to say, the purchasing power of the debtor nation has been completely extinguished; it cannot buy, it can work; it can want, but it cannot buy. The creditor nations find a great difficulty owing to the exchange in exporting to the debtor nations, because these latter already owe them more than they can pay. The debtor nations are under obligations to make enormous exportations far beyond their annual capacity to creditor nations, but these will not receive them for fear of having their own industries damaged. The result of the tendencies to which I have referred is an immense curtailment in the whole volume of international trade, injurious to every country but injurious in different degrees and in unexpected directions."

GERMANY AND AMERICA.

The results produced are the opposite to what most people hope or desire. I am going to take the two greatest States—Germany, the greatest debtor; the United States, the greatest creditor. In Germany you see intense manufacturing activity—full time and overtime in nearly every industry without interruption (a word which I am not using in its old-fashioned, underpaid, and overworked labour (laughter and cheer), kept to its task by world-wide authority, a tremendous bounty through the exchanges on the exports of Germany into every country, leading to large exportations, led again to the conquest or recovery of almost every market which she enters and which she is bound to enter. So much for Germany. In the United States, the greatest creditor, it is quite different. There are mountains of gold in her vaults—many of those bright sovereigns we used to see in bygone days all safely packed away (laughter); piles of securities of all kinds gathered from Europe; ledgers showing the world's debt. But there is a great restriction of her export trade; a total failure of her mercantile marine; three times as many unemployed as there are in this poor old Britain of ours (cheer); and a drive in cost of living prices of the most extraordinary kind. They do not show the abject need at the earliest date for the statement of all countries to print their minds anew to these problems of international trade, in order that the streams of supply and demand may once again flow freely about the surface of the globe! (Cheer.)

A FINANCIAL CONFERENCE?

No doubt we cannot altogether except ourselves from the scope of these general criticisms of present-day finance. But of all the victorious Powers Great Britain has certainly been the most enlightened in the financial policy which she has pursued since the war. We have endeavoured to go as far as possible in securing for Germany the chance to rebuild her own prosperity, with which the prosperity of France and Great Britain is so much bound up. We have offered to forgive and blot out all the debts which are owing to us by European nations, provided that we are ourselves relieved from the smaller debts we contracted on behalf of our Allies with the United States of America. At the same time we are paying our own way, and we are maintaining our finances in a solvent condition, in spite of many difficulties. So that as far as we are concerned, we lie in the middle position in this matter. You will ask me: What is the remedy? The remedy does not lie in the hands of any one country, and in this matter there are other countries who are more powerful than we are. There are other countries in a more advantageous situation in this matter. I am sorry to say that we are not. I only refer to this (Continued at foot of next column.)

MR. WILSON'S CRITICS.

EX-AGENT'S "REVELATIONS."

New York, September 25th.

Apart from the publication of the personal letters of the former Ambassador, Mr. W. H. Page, describing the life of an American Ambassador at the Court of St. James's and his personal impressions of many great people, there has been nothing printed in the United States of late quite so interesting as the "Revelations of President Wilson," by Mr. William McCombs, former chairman of the Democratic National Committee and Mr. Wilson's former election manager. It is not disputed that Mr. McCombs and his friends secured Mr. Wilson's election, but the day after the event Mr. Wilson told Mr. McCombs, "I owe you nothing. God ordained that I should be the next President, and no mortal could have prevented that." Lack of gratitude to his friends, the author describes as "Mr. Wilson's besetting sin; moreover, he was 'colossally vain and obstinate, remorseless as a victor, weak in defeat, and he only won because the Republican and Progressive parties were sick.'"

The chairman of the Democratic party has a scathing comment upon Mr. Wilson's visit to Europe, "whereby it was arranged he should sleep in the palaces of Kings, where his exceeding vanity was catered to." In Italy the people were told that Mr. Wilson was their saviour. "The Italians wildly acclaimed him; they threw flowers upon him; Mr. Wilson threw kisses." However, the "parade was soon over, and Mr. Wilson's Fourteen Points, which he asserted would go into the League of Nations, disappeared."

Mr. McCombs denounces Mr. Wilson for assuring foreign potentates that "the American people were with him." As to the Versailles Conference, Mr. McCombs corroborates the statement made here, even by persons chiefly concerned, that Mr. Lansing, the Secretary of State, "was not apprised of many of the vital parts of the proposed Covenant until they were actually agreed to by Mr. Wilson."

The author declares that it was President Wilson who proposed to give Shantung to Japan, thereby setting up for Japan "the most powerful enemy against the United States in any future war." He quotes with approval the words of Colonel Henry Watterson, the most respected of all editors in the southern States, charging Mr. Wilson with wrecking the Democratic party, and calling him "a dangerous intellectual adventurer and a punishment for the country for some national sin." He goes on to say: "Wilson is a most remorseless and most tyrannical man when he gets a smell of power, but the first to run to cover when there is a chance of defeat."

Altogether there has never been such a fierce denunciation of a man who still lives in Washington in the shadow of White House, and none which has created a greater sensation because of the personal relationship between the author and his victim, since Mr. McCombs was in ex-President Wilson's class at Princeton University until the time of his election as President. Mr. McCombs turns to his student's notebooks of lectures by Professor Wilson at Princeton to prove that in practice as President he confuted and set at naught all the points he had most pressed in theory as regards the co-ordinate power of the President, the Supreme Court, and Congress.

RAILWAY DEVELOPMENT IN CHINA.

WHY ITS RETARDATION IS NOT GREATLY REGRETTED.

The Canadian Pacific was host on September 27th to Mr. Satchel Lee, a son of the former general director of Chinese Railways and one of the party who had visited all the big railways of America and Great Britain during the past eight months. Mr. Satchel Lee informed the *Star* that the Canadian Pacific Railway, by reason of its steamship facilities on two oceans was by far the most complete of any of the big world transportation companies, both for passengers and freight.

Turning to China, to which he returned on the Canadian Pacific *Empress of Asia*, Mr. Lee said that conditions, although unsettled, showed that the railways in the north were paying their way. "We still have the European type of small engine and railway coach, but the American or Canadian type of engine is gradually coming into use. Our first railways were built by England and naturally we followed her designs."

Although there are only six thousand miles of railway lines in China, Mr. Lee stated that this was not greatly regretted, by China during the past seven years. "It was only lack of railway transportation," he stated, "that prevented Japan from overrunning China. That is the way we look at it just now. We know what the Germans did with Belgian railways and how they were used to overrun northern France."

question in a tentative and general manner. It would, in my opinion, be for the benefit of the world if all international obligations arising out of the war were reconsidered, were reduced to practical dimensions and placed in a category by themselves. But whether this be possible or not, what is immediately needed is a medium of international exchange, which would be unimpaired by war obligations, and would secure, at any rate, temporary, and during the period of recovery, sales of goods between nations on a natural basis. (Cheer.)

Important, as is the conference which is shortly to be held at Washington on disarmament, a conference on the establishment of normal exchange would be found more valuable and is even more urgent. Perhaps we may hope that one may develop out of the other.

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N. Y. K.**NIPPON YUSEN KAISHA**

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VICTORIA, SEATTLE & VANCOUVER via Shanghai &
Japan ports.
Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

FUSHIMI MARU (Nagasaki direct) ... Saturday, 19th Nov., at 10 a.m.
KATORI MARU (calling Manila) ... Saturday, 3rd Dec., at 11 a.m.
KANRIMA MARU ... Tuesday, 27th Dec., at 11 a.m.
SUWA MARU (omitting Manila) ... Saturday, 14th Jan., at 11 a.m.
MARSEILLES, LONDON & ANTWERP via Singapore, Penang
Colombo, Suez and Port Said.
ATSUTA MARU ... Friday, 11th Nov., at 11 p.m.
SHIDZUKA MARU ... Friday, 25th Nov., at 11 a.m.
HAKONE MARU ... Friday, 9th Dec., at 11 a.m.
YOKOHAMA MARU ... Friday, 23rd Dec., at 11 a.m.

HAMBURG, via LONDON & ROTTERDAM.
MATSUYE MARU ... Wednesday, 23rd November.
LIVERPOOL via MARSEILLES.
KAMAKURA MARU ... Wednesday, 7th Dec.
SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.
AKI MARU ... Tuesday, 15th Nov., at 11 a.m.
TANGO MARU ... Tuesday, 20th Dec., at 11 a.m.
NIKKO MARU ... Tuesday, 17th Jan., at 11 a.m.

NEW YORK, via PANAMA & CUBAN PORTS.
DELAGOA MARU ... Friday, 25th Nov.
NEW YORK via SUEZ.
TSUYAMA MARU ... End of December.

BIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPE.
KAWACHI MARU ... Wednesday, 16th Nov.
BOMBAY via Singapore, Penang and Colombo.
GENOA MARU ... Friday, 18th Nov.
CALCUTTA via Singapore, Penang & Rangoon.
SANTO MARU ... Sunday, 13th Nov.
MOROKA MARU ... Thursday, 24th Nov.
NAGASAKI KOBE & YOKOHAMA.
TANGO MARU ... Friday, 18th Nov., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
TAMBA MARU ... Tuesday, 8th Nov.
TSUYAMA MARU ... Thursday, 17th Nov.
YOKOHAMA MARU ... Sunday, 20th Nov.
LIMA MARU (calling Nagasaki & Kure) ... Sunday, 20th Nov.
For further information apply to—
Telephone Nos. 273 & 293.

NIPPON YUSEN KAISHA
K. H. KAMEI, Manager.

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(THE YAMASHITA S.S. Co. Ltd.)

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Sailing from Hongkong.

FOR HAIPHONG via Hanoi & Pakhoi

S.S. "HOZU MARU" ... on or about 10th Nov.

FOR KEELUNG via Swatow & Amoy

S.S. "TAIKWA MARU" ... on or about 10th Nov.

For further particulars, please apply to—

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Tel. No. 155.

M. KOBAYASHI,
Agent,
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Tel. No. 140.

NO SHORTAGE OF COTTON.

AVAILABLE SUPPLIES AMPLE.

No shortage of American cotton during the coming year will result from the extraordinary reduction in the present crop. The National Bank of Commerce in New York believes. The smallness of the crop has decidedly relieved the overloaded situation in the cotton market, it says in the October issue of its magazine, *Commerce Monthly*, but the available supplies are ample to meet international requirements.

The new American cotton crop is estimated by the Government at only 7,037,000 bales, the smallest in twenty-nine years. *Commerce Monthly* says, "but the supply of American cotton during the cotton year which began on August 1st will be ample. The total of the new crop and the estimated carry-over in the United States and foreign countries amounts to about 15,257,000 bales."

After deducting 1,330,000 bales reported as the visible supply abroad, 15,697,000 bales will be available in the United States. Cotton consumption in the United States in the year ending July 31st, 1921 was 4,888,000 bales, less by 738,000 bales than the consumption in 1914. It does not seem likely that consumption by American mills during the year ending July 31st, 1922 will exceed that of 1914. American agriculture has just passed through the most serious crisis of the present century, and the purchasing power of the farmer has been seriously curtailed. Throughout the industrial community unemployment has been widespread and long continued and the purchasing power of workers cannot return to the level of the war years for a considerable time to come. It seems clear, therefore, that domestic demand for cotton goods will not be in excess of what it was before the war.

On the basis of 1914 consumption, and allowing for a conservative estimate for imports of 200,000 bales, there will be available for carryover and for exports during the cotton year 1921-22 about 8,200,000 bales. If domestic consumption should not exceed that of the year ending July 31st, 1921, the amount available for these purposes would be about 8,900,000 bales. Census estimates of the carryover on hand in the United States at the beginning of the five crop years immediately preceding the war averaged about 1,500,000 bales. Allowing for this as a normal carryover, there will be available for export from August 1st, 1921 to July 31st, 1922 between 7,000,000 and 7,400,000 bales.

In considering European demand for American cotton during the next ten months, three factors must be considered, namely, supplies from other sources than the United States, stocks now in Europe and, most important of all, purchasing power.

The Egyptian crop for the current season is estimated at 945,000 bales, which is much below average Egyptian production for the five years 1910 to 1914. However, the Egyptian carryover at the end of the 1920-21 season was 600,000 bales, thus bringing the total available supply of Egyptian cotton for the current consumption year above the prewar average. Data as to the new Indian crops are not yet available but the visible supply of cotton at Bombay on July 29th, 1921 was 1,169,000 bales, as compared with a prewar average of 624,000 bales. Crops of countries other than the United States, India and Egypt are not important in volume in relation to the international market. Thus there is no shortage of other kinds of cotton which might cause any unusual demand for American cotton.

Of the 'visible supply' in Europe, or about for Europe, 1,630,000 bales were reported as American cotton on July 29th, last. These stocks compare with 1,332,000 bales of American cotton reported as the 'visible supply' in Europe and about on July 31st, 1914, and an average on the corresponding date for the five years 1910 to 1914, of 1,007,000 bales. It is clear that neither total European cotton stocks, nor European stocks of American cotton are short at this time.

Not supplies or needs, however, but purchasing power will determine the ultimate cotton requirements not only of the United States, but of the world. European demand for American cotton depends, first, on the consuming markets of Europe and second, on the market for cotton goods in India, China, other parts of the Far East, the Levant and Central and South America. The peoples of Europe are impoverished as a direct result of war. The other consuming countries are suffering from the economic chaos which has been an indirect consequence of the struggle. In addition, India has had unsatisfactory grain harvests, while in both India and China there is serious political unrest.

Recent reports indicate that a moderate demand is developing in the chief export markets for cotton goods, but inquiries are restricted to low priced goods. Should manufacturers be forced to raise their prices because of increased cost of raw material, the total consumption of cotton by European mills will probably be correspondingly reduced. Exports of cotton from the United States during the year ending July 31st, 1921 were 5,673,000 running bales exclusive of linters compared with 8,890,000 running bales in the year ending July 31st, 1914. In view of the heavy stocks already held abroad and indications of a limited demand for cotton goods, it is reasonably clear that exports for the current year will not reach the prewar level.

With between 6,700,000 and 7,500,000 bales of cotton available in the United States for export after probable domestic demands have been met, it is hard to see how the supply of American cotton can be otherwise than ample to supply international requirements.

RADIUM A FAILURE.

The surprising statement has been made by Sir Thomas Parkinson, Auckland, New Zealand, that radium is a failure and many leading surgeons have discarded it for the X-rays. Sir Thomas says radium is not only an ineffective remedy, but is positively dangerous as its burning effect aggravates maladies.

GOLF PENALTIES.

41 OR FOURTEEN DAYS.

THE LAW AT ST. ANDREWS.

Either by choice or custom, St. Andrews is very strict in its observance of the Sabbath, and one wonders what are opinions of the old townfolk towards those visitors who point their steps to the course on the Sunday morning instead of the Kirk. Impressed with the solemnity of the day, a well-known Fleet Street baronet whilst going for a stroll over the links put this question: "What would happen if one took out surreptitiously, of course, a putter and half-dozen balls and put in a bit of quiet practice? Would he be warned off St. Andrews for ever? Who would stop him? Would the offence be punishable by the Royal and Ancient Club, St. Andrews Town Council or the Established Presbytery of Scotland?"

The answer is that you would be liable to be taken before the magistrates and fined £1 or get "fourteen days." It is followed ground on which one plays golf at St. Andrews. Elsewhere the self-made gods of clubs may perhaps be broken, but here in the grey old town one must walk circumspectly with an Act of Parliament threatening drastic penalties for any and every offence against the game. Thus in this one more respect St. Andrews is unique.

TWENTY BY-LAWS.

There are over twenty by-laws approved by Act of Parliament which the fathers of St. Andrews have prescribed for our welfare and that of the famous old course. In addition, there are four "general regulations" as defined in the Links Act, and at the end there is a clause which says: "Any person who shall contravene any of these by-laws shall be liable on conviction in a penalty not exceeding one pound for each offence, and, failing payment, to imprisonment for any period not exceeding fourteen days."

From these laws and regulations it is clear that one must be very careful in going out to play at St. Andrews lest one is cast into a Fifeshire gaol. Golf is not permitted to have a rival, and cricket, football, and all other games are tabooed. What a fine football ground could be marked out on the joining fairways at the first and eighteenth holes. Many of the greens, too, would make admirable cricket pitches. The possibility of such a sacrifice must have been apparent to the city fathers when they drew up this regulation.

You may get "fourteen days" if you practise putting on the eighteenth green, and the same fate may befall you if you play with only iron clubs. So those golfers of little courage who are in the habit of using a creak from the tee should never visit St. Andrews. The story runs that one day a well-known statesman was seen on the course with only iron clubs in his bag. At once an officer was hurriedly sent to warn him of his offence and to inform him that he must cease play. "But I can't use a wooden club," he said. St. Andrews has no sympathy for golfers of this class, and the officer was not satisfied until the law was obeyed.

THE SWILCAN BURN.

One by-law is specially designed to preserve the integrity of the historic Swilcan burn, which has shattered the hopes of many a player on the very threshold of a championship. We are warned under the usual penalty of a fine or imprisonment that "No one shall wade in the Swilcan burn, so far as it flows through the old course, nor shall anyone, except players or their caddies in search of their ball, do anything to cause its waters to become discoloured or muddy." The Swilcan was a very puny stream during the championship in June. When one competitor missed his footing in jumping across, the water did not come above his boot-tops. I have, however, heard it described as a raging torrent, and in any case it deserves the protection of an Act of Parliament. The Swilcan, with its picturesque stone footbridge, is known the world over, and its dignity must not be allowed to fade.

Though no doubt thousands have risked the penalty, it is an offence to begin a match at any point of the course other than the first tee. Another by-law says: "No player shall, in testing his ball, raise the turf of the teeing ground." One often sees players, and especially professionals, kick the turf up with the toe of the foot and put the ball on the raised grass. This is how tees were made in the pre-historic days, but there is now sand in the boxes, and St. Andrews says that it must be used.

ETIQUETTE OF THE GAME.

All these matters of etiquette, which it is often complained are sadly neglected, are also enforced at St. Andrews. We may be fined or sent to prison if we drive before the players in front have played their second shots or are out of reach. We must also think of the sovereign or the fourteen days before we risk a shot to the green before the players ahead have holed out and moved away. Again, it is cheaper to lose a ball than to search for one without calling the players behind through. In the end it is only three shillings, and in the end, if you are holed before the magistrate, it will be twenty shillings. Another warning is that no one shall use profane language to the annoyance of the lieges. In our respect for the law one hopes that the lieges do not make a habit of visiting the putting greens.

So far in these regulations the onus of blame is on the golfer, but towards the end we find that "no one shall annoy or interfere with any one exercising a legitimate use of the links." It is clear, therefore, that the common people may also be sent to gaol if they misbehave themselves in the eyes of these exacting golfing laws.—*Sunday Times*.

84,000,000 DYES LOST.

The estimated aggregate duration of all the 477 disputes reported during the first eight months of the present year was approximately 84,000,000 working days, states the *Labour Gazette*. During this period the weekly wages of 6,000,000 workpeople were reduced by more than £2,550,000, while there was an increase of £73,000 in the wages of 250,000.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION

STRAITS & CALCUTTA ... "FOOKSANG" ... Tues, 8th Nov, 3 p.m.
SHANGHAI via NINGPO ... "YUSANG" ... Thurs, 10th Nov, D'light
KOREA via SHANGHAI & MOJI ... "KUMSANG" ... Thurs, 10th Nov, D'light
BANGKOK ... "MINGSANG" ... Thurs, 10th Nov, Noon
MANILA ... "LOONGSANG" ... Thurs, 10th Nov, 3 p.m.
SHANGHAI & TSINGTAU via SWATOW ... "HANGSANG" ... Fri, 11th Nov, D'light
TIENSIN ... "CHIPSING" ... Fri, 11th Nov, Noon
HAIPHONG via HOIHOW ... "LOKSAN" ... Sat, 12th Nov, 9 a.m.
SANDAKAN ... "MAUSANG" ... Tues, 15th Nov, Noon

CALCUTTA LINE:—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta, steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hanoi when inducement offers.

BORNBO LINE:—Fortnightly sailings to and from Sandakan by two 5,000-ton steamers, "HINSANG" and "MAUSANG", both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato.

TIENSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, calling at Waihaiwei and Chafoo.

BANGKOK LINE:—A weekly service is provided between Hongkong and Bangkok via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "FOOKSANG" will be despatched on or about
Tuesday, 8th Nov., at 3 p.m., for SINGAPORE, PENANG
& CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWET,
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OUTWARDS.

Vessel ... Due Hongkong
M.V. "GLENLYLE" ... 21st Nov.
M.V. "GLENNAVY" ... 9th Dec.
M.V. "GLENLUCE" ... 17th Dec.

HOMEWARDS.

Vessel ... Leaves Hongkong ... Discharges
S.S. "CARNARVONSHIRE" 15th Nov. LONDON, ROTTERDAM & HAMBURG.
S.S. "FEMBROKESHIRE" 5th Dec. GENOA, LONDON, ROTTERDAM & HAMBURG.

Movements are subject to change without notice.

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Vice-President: Mr. K. MATSUURA

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Eleven steamers of 9,100 tons each deadweight.

And under the Company's Management:—

Twenty steamers of about 9,100 tons deadweight each.

Two steamers of about 6,400 tons deadweight each.

(Belonging to the Kawasaki Dockyard Co., Ltd.)

See Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA

No. 8, Bunko, Kobe.

SHIPPING NEWS

ARRIVALS.

November 7th.
Amazon Maru, Japanese str., 4,235 tons, Capt. I. Konishi, from Shanghai, with a general cargo.—O.S.K.
Chipping, British str., 1,199 tons, Capt. S. F. Matthews, from Tientsin, Chefoo and Weihaiwei, with a general cargo.—J.M. & Co.

Eurgalus, British str., 2,863 tons, Capt. C. W. Sinclair, from Amoy.—MacKinnon Mackenzie & Co.
Kwonglee, Chinese str., 1,368 tons, Capt. Lindsay Crawford, from Canton, with a general cargo.—C.M.S.N. Co.

Zuhri, British str., 3,143 tons, Capt. P. C. Headlam, from Bombay and Singapore, with a general cargo.—MacKinnon Mackenzie & Co.

Loongsang, British str., 1,093 tons, Capt. A. B. Lumble, from Manila, with a general cargo.—J.M. & Co.

Poole, Chinese str., 314 tons, Capt. Chanchou, from Fort Bayard, with a general cargo.—Hing Shun.

Rheusa, British str., 4,250 tons, Capt. E. Taylor, from Shanghai, with a general cargo.—B. & S.

Rhodessa, Danish str., 2,835 tons, Capt. H. Mison, from Hamburg and Singapore, with a general cargo.—Manners and Backhouse.

Seang Bee, British str., 3,784 tons, Capt. W. T. Larkins, from Rangoon and Singapore, with a general cargo.—Auen Kee.

Soochow, British str., 1,594 tons, Capt. E. Monkman, from Shanghai and Amoy, with a general cargo.—B. & S.

Szechuen, British str., 1,194 tons, Capt. C. S. Ishier, from Canton, with a general cargo.—B. & S.

Taiqua Maru, Japanese str., 1,294 tons, Capt. K. Aoyama, from Haiphong and Hoibow, with a general cargo.—Y.K.K.

Tonglee, Chinese str., 882 tons, Capt. T. Mori, from Canton, in ballast.—Yue Tai Hong.

Umba, Dutch str., 1,115 tons, Capt. J. Drinker, from Shanghai, in ballast.—Asiatic Petroleum Co.

Wenatchee, American str., 3,303 tons, from Seattle, with a general cargo.—Admiral Line.

CLEARANCES.

November 7th.
Amazon Maru, for Singapore.
Antiochus, for Singapore.
Bentomand, for Shanghai.
Empire State, for Singapore.
Halow, for Swatow.
Heiva Maru, for Takao.
Hydrangea, for Swatow.
Kalgan, for Swatow.
Koko Maru, for Hongkong.
Kwonglee, for Shanghai.
Kwongsang, for Swatow.
Samarang Maru, for Batavia.
Shofuku Maru, for Takao.
Soochow, for Canton.
Szechuen, for Swatow.
Tekang, for Hoibow.
Tjikembang, for Batavia.
Tonglee, for Weihaiwei.

PASSENGERS.

ARRIVALS.

Per s.s. *Chipping*, on November 7th: Mr. W. Studd.

DEPARTURES.

Per China Mail Co.'s s.s. *China*, for San Francisco, via ports:—Mrs. Whitfield, Mrs. Muenchy, Mr. H. Hoffmann, Lieut. General Sir G. M. Kirkpatrick, Capt. C. S. Fisher, Mrs. J. F. Jordan, Mr. H. Sheridan, Mr. C. F. Johnstone, Mr. P. Howard, Mr. F. Powell, Mr. P. E. Elliot, Dr. V. Heiser, Mr. P. E. Mann, Mrs. Weldon, Mr. A. C. Cornbe, Mr. D. K. Jones, Mr. van Driel, Mr. and Mrs. O. L. Coward, Mr. E. Cowen, Mrs. Franklin, Mr. and Mrs. W. Agn, Mr. and Mrs. K. Misa, Mrs. D. M. Voss, Mr. E. Chapman.

SHIPPING MOVEMENTS.

The P. & O. s.s. *Dangola* left London on November 4th, and is expected to arrive at Hongkong about December 15th.
 The s.s. *Teiresias* (Blue Funnel line) left Suez on November 3rd for Hongkong and is due here on November 27th.

SHIPPING NOTES.

The Japanese steamer *Fuku Maru*, from Seattle and Tacoma for Yokohama and Kobe, sank 350 miles off Cape Flattery at midnight, on October 29th. The passengers and crew were saved.

The China Mail Co.'s s.s. *China* left Hongkong for San Francisco, at noon, on Sunday. She had 123 first-class passengers, 27 third-class passengers and 514 stowage, also a full cargo for the United States ports. This is a record trip from this port.

The Pacific Mail Company has decided that all the United States Shipping Board vessels under its control shall be painted a uniform colour with their own flag—black, with a yellow line. Most of the vessels have already been repainted in America. The *Empire State* was repainted at her buoy in the harbour over the week-end.

The Japanese freighter *Ume Maru*, a 4,000-ton steamer owned by the Taiyo Kaiun Kaisha, stranded on a reef 820 miles from Yokohama, issued a distress call which was answered by the T.K.K. passenger liner *Siberia Maru*. The *Siberia Maru*, which was en route from Honolulu to Yokohama, was about 100 miles past the stranded freighter when she received the call and immediately steamed back in her course to aid the smaller ship. The point at which the *Ume Maru* is stranded is given in the wireless message as being near Ganges Island, longitude 154.16, latitude 30.50. The freighter was on her way from Seattle to Kobe.

VESSELS EXPECTED.

Arratoon Apar (B.I.), due November 3th.
Atsuta Maru (N.Y.K.), due Nov. 10th.
Bowen Castle (Doddwell-Castle line), due November 20th.
Eastern (E. & A.), due November 21st.
Empress of Japan, due November 14th.
Kieist (N.Y.K.), due November 27th.
Mitsushima Maru (N.Y.K.), due Dec. 10th.
Nellora (P. & O.), due November 22nd.
Sanuki Maru (N.Y.K.), due Nov. 18th.
Somali (P. & O.), due November 9th, about noon.
Tanda (B.I.), due November 17th.
Tenyo Maru (T.K.K.), due Nov. 18th.
Tsuyama Maru (N.Y.K.), due November 18th.
Wray Castle (Doddwell-Castle line), due November 8th.
Yokohama Maru (N.Y.K.), due November 12th.

WEATHER REPORT.

November 7th at 11.10.—Warning to Hongkong, Coast Ports, &c.—A typhoon of unknown intensity within 150 miles of Lat. 08 deg. N. and Long. 125 deg. E., moving West.

November 7th, at 12.05.—Pressure has decreased considerably at Vladivostok owing to the passage of a depression eastward. It has increased moderately at Weihaiwei and decreased slightly over the southern Philippines, where a depression has formed. It appears to be moving westward.

The anticyclone over China is nearly stationary. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 66.80 inches, against an average of 86.86 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Forecast.
 Hongkong to Gap Rock —(N.E. winds, fresh; fine.
 Formosa Channel —(N.E. winds, strong.
 South coast of China between (The same as Hongkong and Lamook) No. 1.
 South coast of China between (The same as Hongkong and Hainan) No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

NOVEMBER 7th, 1921.

| Station. | Hour. | Barometer at Sea Level. | Temperature. | Humidity. | Direction. | Force. | Weather. |
|--------------|-------|-------------------------|--------------|-----------|------------|--------|----------|
| Vladivostok | 5 a. | 29.81 | 40 | — | WSW | 3 | or |
| Nemuro | 5 a. | 30.10 | — | — | SSZ | — | — |
| Hakodade | 5 a. | 29.84 | — | — | SSZ | — | — |
| Tokio | 5 a. | 30.10 | — | — | SSZ | — | — |
| Kochi | 5 a. | 29.99 | — | — | SSW | 1 | — |
| Nagasaki | 5 a. | 29.99 | — | — | SSW | 1 | — |
| Kagoshima | 5 a. | 30.02 | — | — | NW | 1 | — |
| Oshima | 5 a. | 30.08 | — | — | NW | 1 | — |
| Naha | 5 a. | 30.08 | — | — | NNE | 2 | — |
| Isigakijima | 5 a. | 30.04 | — | — | NE | 4 | — |
| Bonin Island | 5 a. | 30.08 | — | — | — | — | — |
| Weihaiwei | 6 a. | 30.12 | 42 | 92 | WNW | 6 | 0 |
| Hankow | 5 a. | — | — | — | — | — | — |
| Ichang | 5 a. | — | — | — | — | — | — |
| Changsha | 5 a. | — | — | — | — | — | — |
| Shanghai | 5 a. | 30.16 | 41 | 94 | SW | 2 | 5 |
| Gutzlaff | 5 a. | 30.15 | 50 | 88 | NW | 4 | 5 |
| Sharp Peak | 7 a. | 30.03 | 68 | 78 | W | 1 | 5 |
| Amoy | 6 a. | 30.08 | 69 | 78 | W | 1 | 5 |
| Swatow | 6 a. | 30.08 | 69 | 78 | W | 1 | 5 |
| Taihoan | 5 a. | 30.08 | 68 | 80 | E | 4 | 0 |
| Taichu | 5 a. | 29.89 | 61 | — | — | — | — |
| Tainan | 5 a. | 29.97 | 64 | — | N | 4 | 0 |
| Koshu | 5 a. | 29.94 | 72 | — | NNE | 6 | 0 |
| Pescadore | 5 a. | 30.01 | 70 | — | NNE | 6 | 0 |
| Canton | 5 a. | 30.09 | 67 | 63 | N | 1 | 5 |
| Hongkong | 5 a. | 30.05 | 68 | 34 | NW | 1 | 5 |
| Gap Rock | 5 a. | 30.02 | — | — | NNE | 4 | 5 |
| Macao | 5 a. | 30.01 | 64 | 53 | N | 4 | 0 |
| Wuchow | 5 a. | — | — | — | — | — | — |
| Fakhoi | 5 a. | — | — | — | — | — | — |
| Hoibow | 5 a. | — | — | — | — | — | — |
| Fuzhou | 7 a. | 30.06 | 70 | 61 | E | 4 | 0 |
| Tonkin | 5 a. | 29.92 | 72 | — | NE | 8 | 0 |
| Cape James | 5 a. | 29.79 | 72 | — | NW | 6 | 0 |
| Apari | 6 a. | 29.85 | 75 | 91 | NNE | 4 | 5 |
| Dagupan | 5 a. | — | — | — | — | — | — |
| Manila | 5 a. | 29.78 | 75 | 98 | NE | 1 | 0 |
| Legaspi | 5 a. | 29.75 | 79 | 96 | NNE | 4 | 0 |
| Tacloban | 5 a. | 29.78 | 77 | 98 | — | — | — |
| Dolo | 5 a. | 29.71 | 79 | 96 | NW | 4 | 0 |
| Surigao | 5 a. | 29.71 | 77 | 98 | — | — | — |
| Guan | 4.30 | 29.68 | — | — | NNE | 6 | 5 |
| Yap | 4.47 | — | — | — | — | — | — |
| Laduan | 6 a. | 29.79 | 76 | 91 | SW | 6 | 0 |

1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches tenths and hundredths.
2. TEMPERATURE, in the shade, is degree Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, i lightning, o overcast, p passing showers, q equal, r rain, s snow, t thunder, v visibility, w dew wet.
7. RAIN, in inches, t tenths and h hundredths.

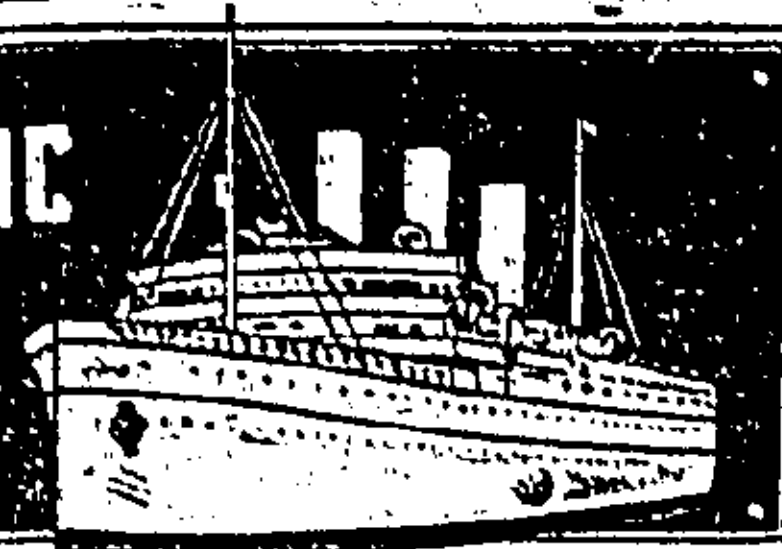
T. F. CLARKE, Director.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, November 7th.

| | Previous Day at 5 p.m. | On Date at 5 a.m. | On Date at 5 p.m. |
|-------------------------------------|------------------------|-------------------|-------------------|
| Barometer | 29.7 | 30.05 | 29.99 |
| Temperature | 76 | 66 | 79 |
| Humidity | 33 | 34 | 28 |
| Wind Direction | East | NE | East |
| Force | 2 | 1 | 2 |
| Weather | 0 | 5 | 5 |
| Rain | 0.0 | 0.00 | 0.00 |
| Highest open-air Temperature on 6th | 77 | | |
| Lowest open-air Temperature on 7th | 65 | | |

CANADIAN PACIFIC STEAMSHIPS LIMITED.



HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, (Moji), Kobe, Yokohama, Vancouver & Montreal.

| Pacific Steamer | From Hongkong | Due Vancouver |
|-------------------|---------------|---------------|
| Empress of Asia | Nov. 10 | Nov. 28 |
| Empress of Japan | Nov. 23 | Dec. 14 |
| Empress of Russia | Dec. 8 | Dec. 26 |
| Empress of Asia | Jan. 5 | Jan. 23 |
| Monteagle | Jan. 17 | Feb. 11 |
| Empress of Japan | Feb. 17 | Mar. 1 |
| Empress of Russia | Feb. 23 | Mar. 13 |

Connecting Atlantic Sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp, Havre, Naples & Danzig.

Allotment of Cabins on Atlantic steamers held here and through tickets issued.

Early reservation necessary.

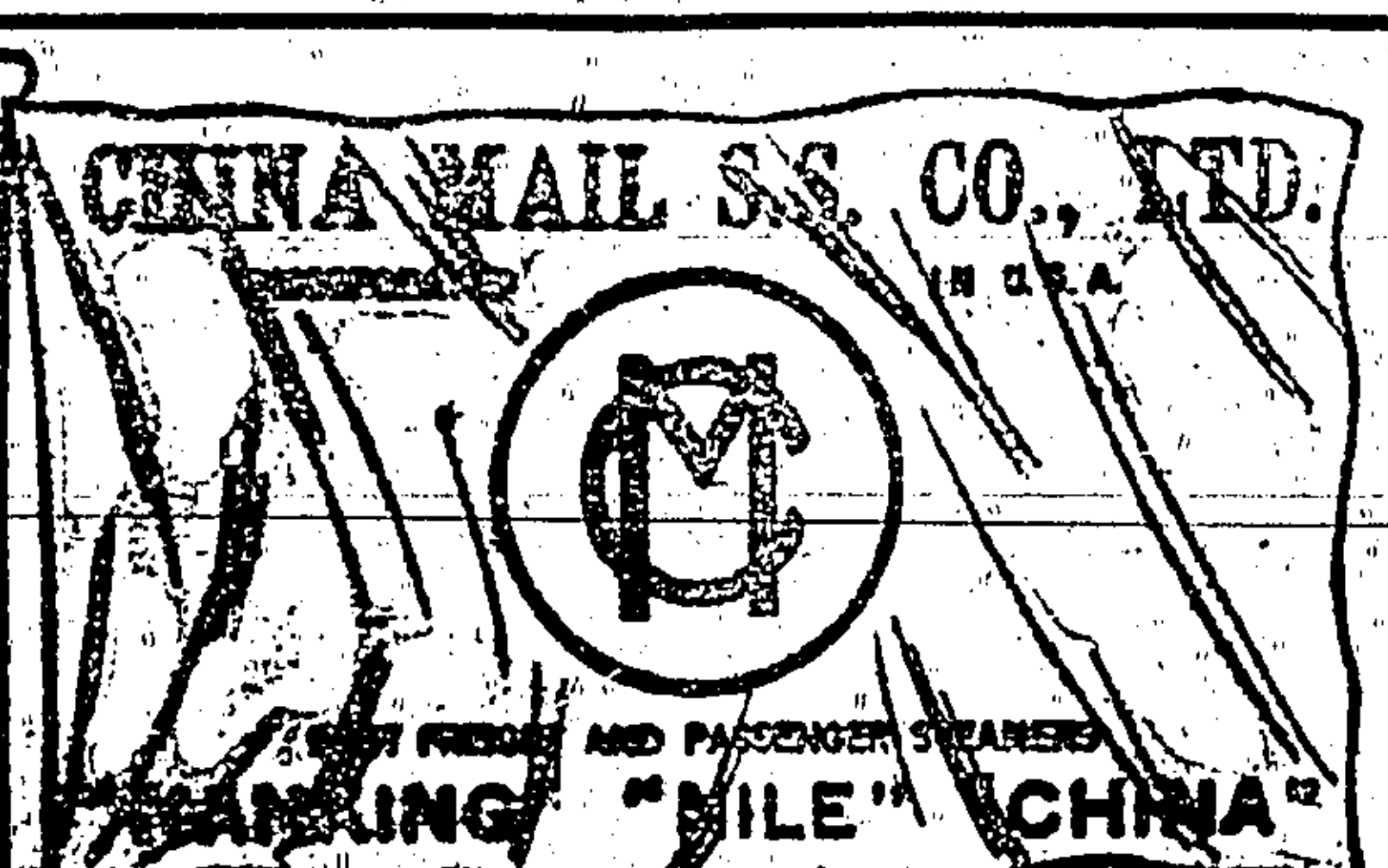
Three Transcontinental Trains Daily.

Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC STEAMSHIPS LIMITED.

Hongkong Office Telephone 759. Cable Address GACANPAC.



AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

HONGKONG to SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

s.s. "CHINA" s.s. "NANKING"

Jan. 16th Dec. 12th

HONGKONG to SINGAPORE

s.s. "NANKING"

Nov. 23rd.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

PRINCE'S BUILDING, ICE HOUSE STREET.

TELEPHONE, PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.

No. 1834. No. 2161.

NEW SERVICE TO JAVA.

China Mail S.S. Co., Ltd.

INCORPORATED IN U.S.A.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

BETWEEN SHANGHAI, HONGKONG SINGAPORE, BATAVIA, AND SOERABAYA.

S.S. "NILE"

HONGKONG TO SINGAPORE & JAVA HONGKONG TO SHANGHAI

November 14th. December 10th.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

also

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

PRINCE'S BUILDING, ICE HOUSE STREET.

Telephone Passenger Dept. Tel. Freight Dept. & Agent.

No. 1834. No. 2161.

NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

JAPAN, HONGKONG & JAVA.

For BATAVIA, SAMARANG, SOERABAYA, MACASSAR and BALIKPAPAN.

S.S. "SAMARANG MARU" sailing on or about 7th Nov.

For MOJI, KOBE, OSAKA and YOKOHAMA.

S.S. "PORNFO MARU" sailing on or about 2nd Nov.

S.S. "CHERIBON MARU" sailing on or about 14th Nov.

For further particulars please apply to—

K. SUZUKI, Manager, 2nd Floor, Prince's Building, No. 2, Des Voeux Road Central, [767]

Tel. No. 2206

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA KEELUNG, SHANGHAI, THE INI AND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN"

STEAMERS:

SIBERIA MARU ... 30,000 ... LEAVE HONGKONG

TENYO MARU ... 23,000 ... Nov. 15th

KOREA MARU ... 23,000 ... Nov. 27th

SHINYO MARU ... 23,000 ... Dec. 7th

PERSIA MARU ... 23,000 ... Dec. 18th

TATTO MARU ... 23,000 ... Jan. 5th

* Calling at Dairen and omitting call at Keelung and Shanghai.

† Calling at Dairen and omitting call at Keelung.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO!

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLEND, ARIQA & IQUIQUE.

THENCE BY TRANS-ANDRAN ROUTE TO BUENOS AIRES.

STEAMERS:

SEIYO MARU ... LEAVE HONGKONG

RAKUYO MARU ... Nov. 8th

For full information regarding passengers freight and sailings, apply to—

Y. TSUTSUMI, MAN. 912.

King's Building, Tel. No. 974 & 2374.

Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & DIXON, Inc.

Operating Far Eastern services for account of the UNITED STATES SHIPPING BOARD.

To LOS ANGELES & SAN FRANCISCO

"West Carmona" ... 20th Nov.

To SEATTLE & VANCOUVER

"West Orowa" ... 28th Nov.

* Also cargo accepted for transshipment at San Francisco and/or Seattle for weekly sailings to—

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK & BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points.

HONGKONG OFFICE.—1st floor, Powell's Building, 19, Des Voeux Road, Tel. 8008. [451]

WATERHOUSE LINE.

REGULAR TRANS-PACIFIC FREIGHT SERVICE

Operating U.S. Shipping Board Steamers

Between

SEATTLE-TACOMA-VICTORIA-VANCOUVER

and China, Japan and Philippine Island Ports.

"WEST JAPPA" ... sailing about 10th Nov.

"WEST IVAN" ... sailing about 25th Nov.

Further sailings to be announced later. Through Bills of Lading issued to all Overland Common points in U.S. and Canada.

For rates and full particulars apply to—

FRANK WATERHOUSE & COMPANY, 4th Floor, Prince's Buildings Telephone 1062.

PACIFIC MAIL S.S. CO.

MANAGING AGENTS, U.S. SHIPPING BOARD.

TRANS-PACIFIC SERVICE

Freight and Passenger.

SAN FRANCISCO VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU

AMERICAN STEAMERS

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.Cargo carried on through Bills of Lading from HONGKONG to BEIRA
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH
& CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.,
Managing Agents.

ELLERMAN LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

FREIGHT & PASSENGER SERVICE
FAR EAST/UNITED KINGDOM & CONTINENT.

1. "CITY OF DELHI" ... 20th Nov. ... London, Rotterdam & Hamburg
 2. "CITY OF GLARGOW" ... 6th Dec. ... London, Rotterdam & Hamburg
 3. "KAZEMBE" ... 19th Nov. ... London, Rotterdam & Hamburg

HOMEWARD PASSENGER SERVICE

1. "CITY OF MANCHESTER" 20th Nov. ... London
 2. "CITY OF SMILA" ... Middle March ... London

Subject to change without notice.

For particulars of freight and passage rates apply to—

THE BANK LINE, LTD.,

or REISS & Co., CANTON.

General Agents.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.
ANDAMERICAN & MANCHURIAN LINE
ELLERMAN & BUCKNALL S.S. CO., LTD.

Sailings from Hongkong.

1. "KANSAS" ... via Suez Canal ... 25th Nov.
 2. "KATUNA" ... via Suez Canal ... 10th Dec.

* Calls at Boston if sufficient inducement offers.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG
HONGKONG AND CANTON, REISS & CO., CANTON.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

| Destination | Steamer & Displacement | Sailing Date |
|--|--|--|
| SHANGHAI | "COMMANDANT DORISE" (cargo-boat) | On or about 4th Nov. |
| SHANGHAI-Kobe & YOKOHAMA | "AMAZON" ... 11,000 ... "PAUL LECAT" ... 10,000 ... "ANGKOR" ... 12,000 ... | On or about 16th Nov. On or about 20th Nov. On or about 4th Dec. |
| MARSEILLES via HAI-PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, SUEZ & PORT SAID | "ANDRE LEBON" ... 22,000 ... "AMAZON" ... 11,000 ... "P. LECAT" ... 20,000 ... | On or about 6th Nov. On or about 6th Dec. On or about 19th Dec. |

For full particulars regarding sailings, etc., apply to—

R. RODENFUSSE,
Acting Agent,
Queen's Building.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms and Saloons, and excellent cuisine.

FOR

SWATOW, AMOY & POOCHOW

AND RETURN

(Occupying 9 to 10 Days)

HAIPHONG ... Capt. W. Cooper ... TUESDAY, Nov. 8th, at 3 P.M.
 HAIPHONG ... Capt. W. G. Passmore ... FRIDAY, Nov. 11th, at 3 P.M.
 HAIPHONG ... Capt. J. S. Thompson ... TUESDAY, Nov. 15th, at 3 P.M.

Arrivals and Departures from the Company's Wharf (near Elsie Pier)

For Freight and Passage, apply to—

DOUGLAS, LAFFRANK & CO.,
General ManagersP. & O. British India,
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

| SS | Tons | From Hongkong (approx) | Destination |
|-----------|-------|------------------------|-----------------------------------|
| "KARMALA" | 9,000 | 12th Nov. 1921 | Marseilles, London & Antwerp |
| "NYANZA" | 7,000 | 26th Nov. | Marseilles, London & Antwerp |
| "LAHORE" | 5,200 | 4th Dec. | Singapore Colombo & Bombay |
| "SOMALI" | 6,700 | 10th Dec. | Marseilles, London & Antwerp |
| "DUNERA" | 5,200 | 20th Dec. | Singapore, Colombo & Bombay |
| "NELLORE" | 7,000 | 24th Dec. | Marseilles, London & Antwerp |
| "DONGOLA" | 8,000 | 7th Jan. 1922 | Marseilles, London & Antwerp |
| "EGYPT" | 7,947 | 18th Jan. | B'way, Marseilles, L'don. & Antp. |
| "KASHMIR" | 8,841 | 21st Jan. | |
| "NAGOYA" | 8,854 | 18th Feb. | |
| "KASHGAR" | 8,840 | 4th Mar. | |
| "KHIVA" | 9,017 | 18th Mar. | Marseilles, London & Antwerp |
| "DEVANHA" | 8,092 | 1st Apr. | |
| "NOYARA" | 8,850 | 16th Apr. | |
| "KALYAN" | 8,967 | 29th Apr. | |
| "PLASSY" | 7,346 | 13th May | |

BRITISH INDIA - APCAR SAILINGS (South)

"EUBALUS" | 3,600 | 8th Nov. 1 p.m. | Singapore only

EASTERN & AUSTRALIAN SAILINGS (South)

| | | | |
|------------------|-------|-----------|--|
| "ST. ALBANS" | 4,800 | 14th Nov. | Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne. |
| "EASTERN" | 4,600 | 12th Dec. | |
| * Calls Sandakan | | | |

SAILINGS TO SHANGHAI & JAPAN

| | | | |
|-----------------|-------|-----------|-----------------------|
| "LAHORE" | 5,200 | 6th Nov. | Shanghai and Kobe. |
| "SOMALI" | 6,700 | 9th Nov. | Shanghai and Japan. |
| "ARRATON APCAR" | 4,500 | 9th Nov. | Shanghai and Yokohama |
| "TANDA" | 7,000 | 19th Nov. | Shanghai and Japan. |

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Cargo only.

1st Saloon Passengers may travel by R.I.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG. Agents.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and For. Call.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SINGAPORE. PASSENGER SERVICE.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE
"MALAY MARU" ... Tuesday, 8th Nov.
"SAIGON MARU" ... Friday, 4th Nov.
"SAIGON MARU" ... Tuesday, 8th Nov.

DELI & HANGKOK via SAIGON & SINGAPORE—Regular Monthly PASSENGER SERVICE.

"KISEN MARU" ... Monday, 5th Dec.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand (an Pacific Islands).

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly PASSENGER SERVICE touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S.A. in connection with Chicago Milwaukee & St. Paul Railway.

"MANILA MARU" ... Saturday, 5th Nov.

"AFRICA MARU" ... Wednesday, 23rd Nov.

"HAWAU MARU" ... Sunday, 4th Dec.

NEW YORK via PANAMA—Regular monthly service (via Japan Ports, San Francisco, Panama and Colon Ports).

"SHUNKO MARU" ... Monday, 14th Nov.

NEW ORLEANS LINE via SUEZ.

JAPAN PORTS—Kobe & Yokohama via Shanghai.

"ARGON MARU" ... Monday, 28th Nov.

KRELUK via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.R.K. wharf near the Harbour Office.

"AMAKUSA MARU" ... Thursday, 10th Nov.

TAKAO via SWATOW & AMOY

"BOHEU MARU" ... Thursday, 17th Oct.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager,
No. 1, Queen's Building.
Tel. Nos. 144 & 745

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

| Steamer | Arr. Hongkong from Australia | Lev. Hongkong for Australia |
|-----------|------------------------------|-----------------------------|
| "TAITUAN" | 2nd Nov. 10 a.m. | 8th Nov. 4 p.m. |

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A daily laundry service is carried. Reduced Fares. Cargo booked through to Australia, New Zealand & Tasmania Ports. For Laid and passage apply to— BUTTERFIELD & SWIRE Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

| For | Steamer | To | Sa. |
|-----------------------------|------------|--------------|---------|
| SWATOW & BANGKOK | "KALOAN" | On 8th Nov. | 10 a.m. |
| SWATOW & SHANGHAI | "SZECHUEN" | On 8th Nov. | Noon |
| CHETOO & NEWBANG | "KU KIANG" | On 8th Nov. | 4 p.m. |
| SWATOW & SINGAPORE | "KWEIYANG" | On 9th Nov. | 10 a.m. |
| SHANGHAI | "SOOCHOW" | On 10th Nov. | Noon |
| SHANGHAI & TIENTSIN | "YINGTOW" | On 13th Nov. | 4 p.m. |
| BOHOW FAKHOI & H'ONG | "KAIKONG" | On 13th Nov. | 10 a.m. |
| WUHAIRWEL CHETOO & TIENTSIN | "KUEIHOW" | On 15th Nov. | 4 p.m. |
| SHANGHAI & PUKOW | "SHANSI" | On 15th Nov. | Noon |
| MANILA, CEBU & ILOILO | "TAMING" | On 15th Nov. | 4 p.m. |

Small Saloon accommodation. Ample Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai, three weekly and Tientsin (weekly), taking Cargo on through Bills of Lading to all the ports and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Siam.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

Operating the following U.S. Shipyard Board Steamers

PASSENGER AND FREIGHT SERVICE
OR VICTORIA, VANCOUVER, SEATTLE

From Hongkong Arrive Seattle

FREIGHT & PASSENGER SERVICE.

"WENATCHEE" ... To MANILA ... Nov. 9th.

"WENATCHEE" ... Nov. 19th ... arrived Dec. 9th.

S.S. "COAXET" ... For ORTLAND DIRECT ... Oct. 28th.

FOR PORTLAND DIRECT

S.S. "MONTAGUE" ... Nov. 11th.

S.S. "ABERCOO" ... Dec. 7th.

Through Bills of Lading issued to Overland (Ocean points). Passenger and Freight Particulars.

THE ADMIRAL LINE

Telephones 2477 & 2478. 5th Floor, Union Building. (71)

THE ADMIRAL LINE
PACIFIC STEAMSHIP CO.

REGULAR SERVICE

SAIGON-SINGAPORE-BATAVIA
and other JAVA PORTS.

S.S. "LAKE FARRAR" ... Sailing Nov. 14th.

PASSENGERS & FREIGHT.

S.S. "GLYMONT" ... FOR SINGAPORE DIRECT ... Sailing Nov. 15th.

OPERATED FOR ACCOUNT OF U.S. BOARD.

OFFICES

5th Floor, Union Building, Telephone 2477 & 2478. Passenger Office, Queen's Building, 1, Des Voeux St.

SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

S.S. "WEST IVIS" (via Panama) ... Second half of Nov.

For freight space and particulars apply to—

BARBER STEAMSHIP
LINES, INC.

THE ADMIRAL LINE

Agents, 5th Floor, Union Building, Telephone 2477 & 2478. (71)

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers



For BOSTON

and/or

NEW YORK

S.S. "MOORISH PRINCE" (via Suez) early Jan.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED

(Incorporated in Great Britain) St. George's Building. (70)

